

# Draft Environmental Assessment

# I-35 Capital Express North Project, Austin District

Project limits: From SH 45N to US 290E

CSJ Numbers: 0015-10-062 & 0015-13-389

Travis and Williamson Counties, Texas

April 2021

# TABLE OF CONTENTS

| 1.0               | INTRODUCTION  | 1  |
|-------------------|---|----|
| 2.0               | PROJECT DESCRIPTION                                 | 2  |
| 2.1<br>2.2        |   |    |
| 3.0               | PURPOSE AND NEED                                    | 4  |
| 3.1<br>3.2<br>3.3 | 2 Supporting Facts and/or Data                      | 4  |
| 4.0               | ALTERNATIVES  | 9  |
| 4.1<br>4.2<br>4.3 | No Build Alternative                                | 9  |
| 5.0               | AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES | 11 |
| 5.1               | RIGHT-OF-WAY/DISPLACEMENTS                          | 11 |
| 5.2               |   |    |
| 5.3               |   |    |
| 5.4               |   |    |
| 5.5               |   |    |
| 5.6               |   |    |
| 5.7<br>5.8        |   |    |
| 5.e<br>5.8        |   |    |
| 5.8               |   |    |
| 5.9               |   |    |
|                   | 0 WATER RESOURCES                                   |    |
|                   | 0.1 CLEAN WATER ACT SECTION 404                     |    |
|                   | 0.2 Clean Water Act Section 401                     |    |
|                   | 0.3 Executive Order 11990 Wetlands                  | 23 |
| 5.1               | 0.4 RIVERS AND HARBORS ACT                          |    |
| 5.1               | .0.5 Clean Water Act Section 303(d)                 | 23 |
| 5.1               | .0.6 Clean Water Act Section 402                    |    |
| -                 | .0.7 Floodplains                                    |    |
|                   | .0.8 WILD AND SCENIC RIVERS                         |    |
| -                 | .0.9 COASTAL BARRIER RESOURCES                      |    |
| -                 | 0.10 COASTAL ZONE MANAGEMENT                        |    |
|                   | 0.11 Edwards Aquifer                                |    |
|                   | 0.12 INTERNATIONAL BOUNDARY AND WATER COMMISSION    | -  |
|                   | .0.13 DRINKING WATER SYSTEMS                        |    |
| -                 | 1 BIOLOGICAL RESOURCES                              |    |
|                   | 1.2 IMPACTS TO VEGETATION                           |    |
|                   | 1.3 Executive Order 13112 on Invasive Species       |    |
|                   |   |    |
|                   | 1.5 IMPACTS TO WILDLIFE                             |    |
|                   | 1.6 MIGRATORY BIRD PROTECTIONS                      |    |

| 5.12<br>5.12<br>5.12<br>5.14<br>5.14<br>5.19 |   | 31<br>31<br>31<br>35<br>40<br>43<br>47<br>48 |
|--|---|--|
| 6.0  | AGENCY COORDINATION   | 52   |
| 7.0  | PUBLIC INVOLVEMENT  | 53   |
|  |   |  |
| 8.0<br>COMM                                  | POST-ENVIRONMENTAL CLEARANCE ACTIVITIES AND DESIGN/CONSTRUCTION<br>IITMENTS                         | 55   |
|  |   | 55   |
| COMN<br>8.1<br>8.2                           | IITMENTS Post-Environmental Clearance Activities  | 55<br>59                                     |
| COMN<br>8.1<br>8.2<br>9.0                    | ITMENTS<br>Post-Environmental Clearance Activities<br>Design/Construction Commitments               | 55<br>59<br><b>60</b>                        |
| COMN<br>8.1<br>8.2<br>9.0<br>10.0<br>11.0    | ITMENTS<br>Post-Environmental Clearance Activities<br>Design/Construction Commitments<br>CONCLUSION | 55<br>59<br><b>60</b><br><b>61</b>           |

# TABLES

| TABLE 3-1: EXISTING (2015) PEAK HOUR TRAFFIC                                     | 5    |
|--|------|
| TABLE 3-2: CAPITAL METRO BUS ROUTES UTILIZING THE CAPITAL EXPRESS NORTH CORRIDOR | 5    |
| TABLE 3-3: HISTORIC AND PROJECTED POPULATION GROWTH                              | 6    |
| TABLE 3-4: HISTORIC AND PROJECTED EMPLOYMENT DATA                                | 7    |
| TABLE 3-5: PROJECTED (2035) PEAK HOUR TRAFFIC                                    | 7    |
| TABLE 3-6: VEHICLE CRASH DATA  | 8    |
| TABLE 5-1: PROJECT SURFACE WATERS  | .21  |
| TABLE 5-2: IMPAIRED ASSESSMENT UNITS   | . 24 |
| TABLE 5-3: PROJECT AREA VEGETATION   | . 28 |
| TABLE 5-4: PROJECTED AADT  | . 36 |
| TABLE 5-5: WORST-CASE 1-HOUR AND 8-HOUR CO CONCENTRATIONS BY SEGMENT             | . 37 |
| TABLE 5-6: NOISE BARRIER PROPOSAL (PRELIMINARY)                                  | . 46 |
| TABLE 5-7: TRAFFIC NOISE CONTOURS [DB(A) LEQ]                                    | . 47 |

## FIGURES

| FIGURE 5-1: PROJECTED MSAT EMISSIONS VS. VMT BY SCENARIO                     | ; |
|--|---|
| FIGURES 5-2: PROJECTED NATIONAL MSAT EMISSIONS TRENDS FOR VEHICLES OPERATING | ) |

#### APPENDICES

APPENDIX A: PROJECT LOCATION MAP
APPENDIX B: PROJECT PHOTOS
APPENDIX C: SCHEMATICS
APPENDIX D: TYPICAL SECTIONS
APPENDIX E: PLAN AND PROGRAM EXCERPTS
APPENDIX F: RESOURCE-SPECIFIC MAPS
APPENDIX G: RESOURCE AGENCY COORDINATION
APPENDIX H: COMMENT/RESPONSE MATRICES FROM PUBLIC MEETINGS

## List of Abbreviations and Acronyms

| AADT          | Appuel Averege Deily Troffie                             |
|---------------|--|
|               | Annual Average Daily Traffic                             |
| ACM           | Asbestos-Containing Materials                            |
| ACT           | Antiquities Code of Texas                                |
| APE           | Area of Potential Effects                                |
| AOI           | Area of Influence  |
| BMPs          | Best Management Practices                                |
| CAAA          | Clean Air Act Amendments                                 |
| CAMPO         | Capital Area Metropolitan Planning Organization          |
| Capital Metro | Capital Metropolitan Transit Authority                   |
| CEQ           | Council on Environmental Quality                         |
| CFR           | Code of Federal Regulations                              |
| CGP           | Construction General Permit                              |
| CO            | Carbon Monoxide  |
| CWA           | Clean Water Act  |
| DDI           |  |
| DPM           | Diverging Diamond Intersection                           |
|               | Diesel Particulate Matter                                |
| EA            | Environmental Assessment                                 |
| EFH           | Essential Fish Habitat                                   |
| EJ            | Environmental Justice                                    |
| EMS           | Emergency Medical Services                               |
| EMST          | Ecological Mapping Systems of Texas                      |
| EO            | Executive Order  |
| EIS           | Environmental Impact Statement                           |
| EPA           | Environmental Protection Agency                          |
| EPIC          | Environmental Permits, Issues, and Commitments           |
| ERLT          | Emission Rates Lookup Table                              |
| ESA           | Endangered Species Act                                   |
| ETC           | Estimated Time of Completion                             |
| FEMA          | Federal Emergency Management Agency                      |
| FHWA          | Federal Highway Administration                           |
| FONSI         | Finding of No Significant Impact                         |
| FPPA          | Farmland Protection Policy Act                           |
| FWCA          | Fish and Wildlife Coordination Act                       |
|               | Groundwater Contamination Case                           |
| GWCC          |  |
| HOV           | High Occupancy Vehicle                                   |
| -             | Interstate Highway                                       |
| IBWC          | International Boundary Water Commission                  |
| IHWCA         | Industrial Hazardous Waste Corrective Action             |
| IPAC          | Information for Planning and Consultation                |
| IRIS          | Integrated Risk Information System                       |
| ISA           | Initial Site Assessment                                  |
| LCP           | Lead-Containing Paint                                    |
| LEP           | Limited English Proficiency                              |
| LOS           | Level of Service   |
| LPST          | Leaking Petroleum Storage Tank                           |
| MBTA          | Migratory Bird Treaty Act                                |
| MOU           | Memorandum of Understanding                              |
| MPH           | Miles Per Hour   |
| MSA           | Magnuson-Stevens Fishery Conservation and Management Act |
| MSAT          | Mobile Source Air Toxics                                 |
| MS4           | Municipal Separate Storm Sewer System                    |
| MTP           | Metropolitan Transportation Plan                         |
| NAAQS         | National Ambient Air Quality Standards                   |
| NATA          | National Air Toxics Assessment                           |
| NEPA          | National Environmental Policy Act of 1969                |
| NHD           | National Hydrography Dataset                             |
| NHPA          | National Historic Preservation Act                       |
|               |  |
|               |  |

| NOA       | Notice of Availability                        |
|-----------|---|
| NOI       | Notice of Intent                              |
| NOT       | Notice of Termination                         |
| NOV       | Notice of Violation                           |
| NRCS      | Natural Resources Conservation Service        |
| NRHP      | National Register of Historic Places          |
| NWI       | National Wetlands Inventory                   |
| NWP       | NationwidePermit                              |
| PA        | Programmatic Agreement                        |
| PCN       | Pre-construction Notification                 |
| PM        | Particulate Matter                            |
| POM       | Polycyclic Organic Matter                     |
| PS&E      | Plans, Specifications, and Estimates          |
| PSL       | Project Specific Location                     |
| PST       | Petroleum Storage Tank                        |
| ROW       | Right-of-Way                                  |
| RTEST     | Rare, Threatened, Endangered Species of Texas |
| SAL       | State Antiquities Landmark                    |
| SGCN      | Species of Greatest Conservation Need         |
| SH        | State Highway                                 |
| SHPO      | State Historic Preservation Officer           |
| SUP       | Shared-Use Path                               |
| SW3P      | Storm Water Pollution Prevention Plan         |
| TAQA      | Traffic Air Quality Analysis                  |
| TCEQ      | Texas Commission on Environmental Quality     |
| TCMP      | Texas Coastal Management Plan                 |
| TERP      | Texas Emissions Reduction Plan                |
| THC       | Texas Historical Commission                   |
| TIP       | Transportation Improvement Program            |
| TMDL      | Total Maximum Daily Loads                     |
| TPDES     | Texas Pollutant Discharge Elimination System  |
| TPWD      | Texas Parks and Wildlife Department           |
| TSS       | Total Suspended Solids                        |
| TWDB      | Texas Water Development Board                 |
| TxDOT     | Texas Department of Transportation            |
| TxDOT-ENV | TxDOT Environmental Affairs Division          |
| US        | United States Highway                         |
| USACE     | United States Army Corps of Engineers         |
| USCG      | United States Coast Guard                     |
| USFWS     | United States Fish and Wildlife Service       |
| USGS      | United States Geological Survey               |
| VMT       | Vehicle Miles Traveled                        |
| VPD       | Vehicles Per Day                              |

## 1 **1.0 INTRODUCTION**

2 The Texas Department of Transportation (TxDOT) is proposing improvements to Interstate Highway 3 35 (I-35) from State Highway 45 North (SH 45N) in Williamson County to U.S. Highway 290 East (US 290E) in Travis County, Texas. The proposed improvements would add one non-tolled managed 4 lane in each direction, reconstruct intersections and bridges to accommodate the additional lane 5 6 and increase east/west mobility, reconstruct the Wells Branch Parkway interchange to a diverging 7 diamond intersection (DDI), change ramp configurations to accommodate proposed mainlane 8 improvements and improve traffic operations, and improve bicycle and pedestrian 9 accommodations along I-35 frontage roads and at east/west crossings. The project length is approximately 11.5 miles. Appendix A shows the project location in relation to Williamson County, 10 Travis County and the cities of Austin and Round Rock. Appendix B contains photographs of the 11 12 project area. 13 The purpose of this environmental assessment (EA) is to study the potential environmental 14 consequences of the proposed project and determine whether such consequences warrant 15 preparation of an Environmental Impact Statement (EIS). Because the proposed project would be 16 17 funded in part by the Federal Highway Administration (FHWA), this EA complies with FHWA's National Environmental Policy Act (NEPA) regulations as well as relevant TxDOT rules for 18 19 environmental review of projects and guidance for conducting NEPA studies on behalf of FHWA. The

environmental review, consultation, and other actions required by applicable federal environmental
 laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S. Code (27)

and a Memorandum of Understanding (MOU) dated December 9, 2019, and executed by FHWA and TxDOT.

24

This draft EA will be made available for public review and TxDOT will consider any comments submitted during the public comment period. Once the comment period is over, TxDOT will prepare

a final EA. If TxDOT determines that there are no significant adverse effects, it will prepare and sign

a Finding of No Significant Impact (FONSI), which will be made available to the public.

## 1 2.0 PROJECT DESCRIPTION

#### 2 2.1 Existing Facility

I-35 within the proposed project limits is a controlled access interstate highway. The facility typically 3 has three, 12-foot wide general purpose mainlanes (concrete barrier separated) with 2 to 10-foot 4 wide inside shoulders, 4 to 10-foot wide outside shoulders, and two, 11 to 12-foot wide frontage 5 6 road lanes with 1 to 2-foot wide inside and outside shoulders in each direction. Sidewalks exist 7 intermittently throughout the project area between the frontage roads and adjacent businesses and around the intersections. No shared-use paths (SUP) are located in the project area. Drainage along 8 9 the roadway (mainlanes and frontage roads) is provided primarily by open ditches. The existing 10 right-of-way (ROW) width is typically 300 feet but widens at the interchanges. Existing permanent 11 drainage easements (13.5 acres total) are located at creek crossings. The posted speed limit along 12 I-35 in the proposed project area is 70 miles per hour (mph) on the mainlanes and 45 to 55 mph 13 on the frontage roads.

#### 14 2.2 Proposed Facility

The proposed I-35 facility would be concrete barrier separated and would consist of three, 11 to 12-15 16 foot wide general purpose lanes, one, 12-foot wide non-tolled high occupancy vehicle (HOV) 17 managed lane, a 10-foot wide outside shoulder, 4 to 10-foot wide inside shoulder, three, 11-foot wide frontage road lanes, and an 8 to 10-foot wide SUP in each direction. A 4-foot wide buffer 18 19 would separate the general purpose lanes from the managed lanes. Auxiliary lanes would be 20 constructed between ramp pairs, in sections, and bypass lanes would be constructed at Howard 21 Lane (northbound), Yager Lane/Tech Ridge Boulevard (northbound), and Rundberg Lane 22 (northbound and southbound). The project would also reconstruct the Wells Branch Parkway 23 interchange to a DDI. The proposed ROW would typically be 300 to 320 feet wide. Drainage would be converted from open ditches to closed storm sewer, with open ditches in some locations. The 24 proposed project would require approximately 17.0 acres of additional ROW, 0.2 acre of proposed 25 26 permanent drainage easement, and 3.3 acres of proposed driveway license areas. A schematic 27 (plan view) of the proposed improvements is included in Appendix C and a proposed typical section 28 is included in Appendix D.

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30 Federal regulations [23 Code of Federal Regulations (CFR) 771.111(f)(1)] require that federally

31 funded transportation projects have logical termini. Simply stated, this means that a project must

32 have rational beginning and ending points. Those points may not be created simply to avoid proper

analysis of environmental impacts. The northern limit of the proposed I-35 Capital Express North

Project is SH 45N and the southern limit is US 290E. These begin and end points were chosen as

35 logical termini because both roadways are major traffic generators.

Federal regulations [23 CFR 771.111(f)(2)] require that a project have independent utility and be a reasonable expenditure even if no other transportation improvements are made in the area. This

means a project must be able to provide benefit by itself, and that the project not compel further 1 expenditures to make the project useful. Stated another way, a project must be able to satisfy its 2 purpose and need with no other project being built. As proposed, the I-35 Capital Express North 3 Project addresses specific transportation needs identified within the project limits. Specifically, the 4 proposed project would improve mobility and safety when compared to existing conditions. The 5 mobility and safety benefits of the proposed I-35 Capital Express North Project stand alone. 6 7 Realization of these benefits is not dependent upon other projects/future actions; thus, the proposed project passes the test of independent utility. Further, because the project would stand 8 9 alone and is not dependent upon other (future) improvements to properly function, it would not 10 compel further expenditure of funds. For this reason, it cannot and does not irretrievably commit future federal funds. 11 12 Federal law [23 CFR 771.111(f)(3)] prohibits a project from restricting consideration of alternatives 13 for other reasonably foreseeable transportation improvements. This means that a project must not 14 dictate or restrict any future roadway alternatives. As proposed, the I-35 Capital Express North

dictate or restrict any future roadway alternatives. As proposed, the I-35 Capital Express North
 Project would in no way limit consideration of improvements, or alternatives for construction of

17 such improvements. For this reason, the proposed project does not foreclose consideration of

18 alternatives for other reasonably foreseeable transportation improvements.

19

20 The total estimated cost (construction, ROW and utilities) of the proposed I-35 Capital Express

21 North Project is \$400 million. The project would be financed with a combination of local, state and

federal financing. The proposed project is included in the fiscally-constrained Metropolitan

23 Transportation Plan (MTP) and the 2021–2024 Transportation Improvement Program (TIP), as

amended. A copy of the applicable pages from the MTP and TIP are included in Appendix E.

## 1 3.0 PURPOSE AND NEED

#### 2 3.1 Need

This project is needed to address local plans and because the capacity of I-35 between SH 45N
and US 290E is inadequate to meet current and future traffic volumes, resulting in congestion,
reduced mobility, and safety issues along this stretch of roadway.

#### 6 3.2 Supporting Facts and/or Data

#### 7 Congestion and Mobility

8 I-35 is a critical component of the roadway network in the region that functions as both a local thoroughfare and commuter highway. It is one of only three north-south oriented controlled-access 9 facilities in the entire Austin metropolitan area. The others are Loop 1 (Mopac), approximately four 10 miles to the west, and SH 130, approximately eight miles to the east. Due to existing north-south 11 travel demand and the limited number of alternative parallel controlled-access routes, the I-35 12 corridor within the project limits is presently subject to severe traffic congestion for substantial time 13 periods each day. Congestion leads to poor operational efficiency and longer travel times for all 14 users, including transit and emergency response vehicles, particularly during peak<sup>1</sup> hours in the 15 morning and evening. According to the Texas Transportation Institute, the section of I-35 from 16 Parmer Lane to US 290E ranks #70 on the 2020 Texas Most Congested Roadway List. 17 18

As defined in the Highway Capacity Manual (Transportation Research Board, 2010), Level of Service (LOS) is a qualitative measure used to analyze highways by categorizing traffic flows into letter designations that characterize the operational conditions within a traffic stream and how the conditions are perceived by the users of the facility. Six levels of service are defined using letter designations from A to F for capacity analysis. In general, LOS A allows free flow; LOS B allows reasonable free flow; LOS C is stable flow; LOS D is approaching unstable flow; LOS E is unstable flow (i.e., operating at capacity); and LOS F is forced or breakdown flow.

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Table 3-1 depicts the 2015 LOS, travel times and average speeds during peak travel times for the majority of the project area (SH 45N to US 183). Southbound traffic during the morning peak hours and northbound traffic during the evening peak hours had a LOS F and E, respectively. Likewise, travel times and average speeds are significantly affected by peak travel. Travel times were between 45 percent and 62 percent longer and average speeds were approximately 14 to 21 mph slower southbound during the morning peak hours and northbound during the evening peak hours, respectively, than during the southbound evening peak hours and northbound morning peak hours.

<sup>&</sup>lt;sup>1</sup> Morning and evening peaks refer to the hours in the AM and PM when traffic is the heaviest as a result of people traveling to and from work. For purposes of this study, the morning peak hours are from 7:00–9:00 AM and the evening peak hours are between 4:00-6:00 PM.

| Section of Roadway* |                          | Level of | Service | rvice Travel 1<br>(minut |       | Average Speed<br>(mph) |       |
|---------------------|--------------------------|----------|---------|--------------------------|-------|------------------------|-------|
|                     |                          | AM       | PM      | AM                       | РМ    | AM                     | РМ    |
| Northbound          | SH 45N to<br>Parmer Lane | С        | E       | 5.31                     | 8.50  | 54.00                  | 33.73 |
| Lanes               | Parmer Lane to<br>US 183 | В        | E       | 6.14                     | 10.04 | 54.39                  | 33.27 |
| Southbound          | SH 45N to<br>Parmer Lane | F        | С       | 9.28                     | 6.85  | 34.11                  | 46.20 |
| Lanes               | Parmer Lane to<br>US 183 | F        | С       | 10.21                    | 6.62  | 29.50                  | 45.46 |

# Table 3-1: Existing (2015) Peak Hour Traffic

Source: I-35 Future Transportation Corridor Planning and Linkages Study (August 2015) \*Data not available for the section of the project between US 183 and US 290E

Table 3-2 shows the Capital Metropolitan Transit Authority's (Capital Metro) bus routes currently

utilizing the I-35 Capital Express North corridor. Capital Metro services using I-35 rely on consistent 6

7 travels times to ensure they manage their schedules for customers. Traffic congestion in the

corridor negatively affects bus schedules causing route delays and decreasing customer

satisfaction. With the projected increase in traffic congestion, the reliability of transit service along 9 10

this corridor may be expected to worsen if no improvements are made.

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# Table 3-2: Bus Routes Utilizing the I-35 Capital Express North Corridor

| Capital Metro Bus Route                        | Destination  | Trips per Weekday (NB and SB/EB and WB)   |
|--|--|---|
| 325 (MetroBus Local –<br>High frequency route) | Tech Ridge Park and Ride/Norwood<br>Transit Center   | 122   |
| 801 (MetroRapid) – High<br>frequency route     | Tech Ridge/Southpark Meadows   | 5 am-7 am (every 15 min)<br>7 am-6 pm (every 10 min)<br>6 pm-8 pm (every 15 min)<br>8 pm-12:30 pm (every 20 min)<br>Thurs/Fri (only)<br>12:30 am-2:30 am (20 min) |
| 300 (MetroBus Local)                           | Crestview Station/Westgate Transit Center<br>via crosstown routes  | 100   |
| 337 (MetroBus Local)                           | Randalls/Travis County Exposition Center<br>via crosstown routes   | 103   |
| 323 (MetroBus Local)                           | Northcross Mall/Norwood Transit Center<br>via crosstown routes   | 71  |
| 392 (MetroBus Local)                           | Tech Ridge Park and Ride/Kramer Station<br>via crosstown routes  | 49  |
| 243 (MetroBus Local)                           | Tech Ridge Park and Ride/Howard Station<br>via feeder routes via feeder routes                                   | 49  |
| 1 (MetroBus Local)                             | Tech Ridge Park and Ride/HEB<br>(Rundberg, S Congress, William Cannon)-<br>to and from downtown via local routes | 96  |

13 Source: Capital Metro (2020)

There are numerous emergency service facilities in the vicinity of the I-35 Capital Express North 1 corridor for which the facility provides primary north-south access. According to data obtained from 2 the City of Austin and Google (2020), there are 40 emergency response facilities within two miles of 3 the project area. These consist of 18 fire and emergency medical service (EMS) facilities, 18 4 hospital and other medical facilities (i.e., clinics), and four police stations. As both the number of 5 vehicles on I-35 and the number of people living off the corridor increase, efficient incident 6 7 management becomes increasingly important in maintaining traffic flow not just for drivers on the 8 roadway, but for emergency responders called to the area as well. 9 10 As shown in Table 3-3, the population of Williamson County, Travis County, and the municipalities in the vicinity of the project area grew significantly between 1990 and 2018. According to population 11

the vicinity of the project area grew significantly between 1990 and 2018. According to population projections from the Texas Water Development Board (TWDB), continued significant growth in the area is anticipated through 2050. Between 2018 and 2050, the population in the municipalities is projected to increase between 23% and 168%. Likewise, the populations of Williamson County and Travis County are projected to increase by 127% and 58%, respectively.

- 16
- 17

# Table 3-3: Historic and Projected Population Growth

|                      | Рор     | ulation   | Percent Projected<br>Change from Population |           | Percent<br>Change from |  |
|----------------------|---------|-----------|---|-----------|------------------------|--|
| Geography            | 1990    | 2018      | Change from<br>1990 - 2018                  | in 2050   | 2018-2050              |  |
| City of Austin       | 465,622 | 935,755   | 101.0%                                      | 1,466,936 | 56.8%                  |  |
| City of Round Rock   | 30,923  | 120,157   | 288.6%                                      | 291,629   | 142.7%                 |  |
| Wells Branch MUD     | 7,094   | 12,227    | 72.4%                                       | 14,989    | 22.6%                  |  |
| City of Pflugerville | 4,444   | 59,757    | 1,244.7%                                    | 159,953   | 167.7%                 |  |
| Travis County        | 576,407 | 1,203,166 | 108.7%                                      | 1,897,769 | 57.7%                  |  |
| Williamson County    | 139,551 | 527,057   | 277.7%                                      | 1,195,374 | 126.8%                 |  |

Source: Texas State Library and Archives Commission <u>https://www.tsl.texas.gov/ref/abouttx/popcity1.html</u>, American Community Survey 5-Year Estimate 2014-2018 (Table B01001), and Texas Water Development Board, 2021 Regional Water Plan Population Projections 2020-2070.

Employment is also projected to rise in Travis and Williamson counties in the future, continuing a
decades-long trend of employment growth in these counties. Table 3-4 shows historical and
projected employment data for Travis and Williamson counties from 2010 to 2045. Employment
projections indicate that current (2019) employment is expected to increase by approximately 72
percent and 119 percent in Travis and Williamson counties, respectively, by 2045, bringing over
865,000 more jobs to the region.

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| Geography         | 2010    | 2015    | 2019    | 2045      | Percent<br>Change<br>2019-2045 |  |
|-------------------|---------|---------|---------|-----------|--------------------------------|--|
| Travis County     | 559,045 | 601,160 | 716,144 | 1,233,000 | 72%                            |  |
| Williamson County | 211,646 | 233,484 | 293,784 | 642,000   | 119%                           |  |

#### 2 3

Source: American Community Survey 5-Year Estimate, 2011-2015 and 2015-2019; CAMPO, 2020

4 The anticipated population growth and associated increase in employment in the area will

5 exacerbate the existing congestion problems on the I-35 corridor, particularly during peak traffic

- 6 hours that are heavily influenced by work commutes to/from downtown Austin. Traffic projections in
- 7 the corridor are projected to increase by 26 percent from 294,000 vehicles per day (vpd) in 2030
- to 369,850 vpd in 2050. As shown in **Table 3-5**, this increase in traffic would result in LOS F in
- 9 2035 during the southbound morning peak hours and northbound evening peak hours. When
- 10 compared to 2015, peak period travel times (southbound AM/northbound PM) in the project area

11 in 2035 are projected to increase by an average of 65 percent (12.5 minutes) and average speeds

- 12 are projected to decrease by an average of 39.5 percent (12.9 mph).
- 13
- 14

# Table 3-5: Projected (2035) Peak Hour Traffic

| Section of Roadway* |                          | Level of | Service |       |       |       | ge Speed<br>nph) |  |
|---------------------|--------------------------|----------|---------|-------|-------|-------|------------------|--|
|                     |                          | AM       | РМ      | AM    | РМ    | AM    | РМ               |  |
| Northbound          | SH 45N to<br>Parmer Lane | D        | F       | 7.34  | 14.10 | 39.06 | 20.33            |  |
| Lanes               | Parmer Lane to<br>US 183 | С        | F       | 7.38  | 15.19 | 45.29 | 22.00            |  |
| Southbound          | SH 45N to<br>Parmer Lane | F        | E       | 16.46 | 9.66  | 19.23 | 32.78            |  |
| Lanes               | Parmer Lane to<br>US 183 | F        | E       | 17.19 | 8.64  | 17.51 | 34.84            |  |

#### 15 16

Source: I-35 Future Transportation Corridor Planning and Linkages Study (August 2015)

\*Data not available for the section of the project between US 183 and US 290E

17

With the current and projected LOS for the corridor creating longer travel times for police, fire, and emergency medical service vehicles using I-35, there is a clear need to make improvements that can improve mobility and travel times for emergency responders. Additionally, consistent and

21 shorter travel times for transit vehicles on I-35 would make transit more attractive as a

22 transportation alternative. The infrastructure improvements within the project area would

23 accommodate the projected population and employment increase in the area and reduce

congestion to maintain mobility for local and through travelers, as well as emergency responders

25 and transit vehicles.

#### 1 <u>Safety</u>

- 2 **Table 3-6** shows reported vehicle crash data along I-35 within the project termini from 2016 to
- 3 2018. When compared to the statewide average for urban interstates, the rate of collisions along
- 4 this section of I-35 is below average. Although the overall corridor crash rates were lower than the
- 5 statewide averages, the corridor's increasing traffic congestion and associated potential for
- 6 crashes support the proposed I-35 Capital Express North improvements. The proposed
- 7 improvements would increase safety for motorists and bicyclists/pedestrians, and bring TxDOT
- 8 closer to achieving the goals of the End The Streak safety campaign.
- 9
- 10

| Crash Year | Total Crashes | Crash Rate | Statewide Average<br>Crash Rate |  |
|------------|---------------|------------|---------------------------------|--|
| 2016       | 1,121         | 130.92     | 150.96                          |  |
| 2017       | 1,049         | 125.31     | 146.40                          |  |
| 2018       | 963           | 112.28     | 144.32                          |  |

# Table 3-6: Vehicle Crash Data

11

## 12 Local Planning Consistency

13 The need for I-35 improvements included in the I-35 Capital Express North Project, specifically

14 adding capacity and increasing mobility, is apparent in planning documents from cities and

15 counties in and around the project area. The Round Rock Texas Transportation Master Plan Update

16 (2017) reports that "...congestion on I-35 is the top challenge facing Round Rock's transportation

17 network." The roadway system policies in the Austin Strategic Mobility Plan (2019) include

18 increasing vehicle capacity "...to manage congestion and facilitate emergency response" and

19 "...implementing managed lanes..." as a way to improve travel time reliability.

20

The Travis County Land Water and Transportation Plan (2014) states that "The continuance of relieving congestion through expanding traditional transportation modes; i.e., adding lane capacity to roadways, remains an important role for Travis County as part of the regional solution." The Williamson County Long-Range Transportation Plan (2009), as amended (2016) states that I-35 is on the "....network of roadways that will foster safety and mobility across the county." This project

supports the goals and objectives identified in these local plans.

## 27 3.3 Purpose

The purpose of the proposed project is to be consistent with local plans, reduce congestion, and improve mobility and safety on I-35 between SH 45N and US 290E.

## 1 4.0 ALTERNATIVES

#### 2 4.1 Build Alternative

The Build Alternative, described in Section 2.2, satisfies the project purpose and need. The improvements to I-35 would improve mobility and safety by providing HOV managed lanes, reconstructing intersections at east/west crossings, and improving bicycle and pedestrian accommodations, thereby reducing congestion and crashes on I-35 between the proposed project termini. The proposed project would also be consistent with local plans by improving the overall function of this regionally significant roadway. Because the Build Alternative satisfies the project's purpose and need, it is the recommended alternative.

#### 10 4.2 No Build Alternative

Under the No Build Alternative, the proposed improvements to I-35 would not be constructed. The 11 No Build Alternative would not require the conversion of approximately 17.0 acres from existing 12 land uses to transportation use (ROW) nor would other project-related impacts occur. The No Build 13 Alternative would not increase mobility and safety in the project area. Consequently, the anticipated 14 benefits of the proposed project would not be realized and continued population growth and 15 development in the region would occur, leading to reduced mobility and safety along I-35 within the 16 project limits. For this reason, the No Build Alternative does not meet the purpose and need for the 17 proposed improvements (described in Section 3.0) and is not the recommended alternative. 18

19

Although the No Build Alternative fails to meet the project's purpose and need and is not the recommended alternative, it was carried forward (per the requirements of NEPA) as the baseline for comparison. The No Build Alternative is evaluated in this EA along with the Build Alternative.

#### 23 4.3 Preliminary Alternatives Considered but Eliminated from Further Consideration

A preliminary concept considered for the proposed project consisted of adding one tolled express 24 lane in each direction, reversing ramps from a rural to urban configuration, improving frontage 25 roads, and adding bicycle and pedestrian elements throughout the corridor. The improvements 26 largely used the existing infrastructure as much as possible by widening the existing pavement and 27 only reconstructing where roadway profile modifications were needed. However, due to changes to 28 29 legislation, stakeholder and public outreach, and two Value Engineering studies, the concept was 30 modified to 1) remove the tolling component, 2) incorporate the Wells Branch intersection standalone project into the proposed I-35 Capital Express North Project as a DDI, 3) add bypass lanes, 31 and 4) reconstruct the Walnut Creek mainlane and frontage road bridges. 32

33

Environmental and engineering constraints were also evaluated to support the development of a schematic design that avoids/minimizes social, economic and environmental impacts while addressing the purpose and need of the project. The analysis was dynamic in nature and focused

- on an on-going avoidance and minimization process. The following constraints were used during the
   development of the Build Alternative:
  - Avoid reconstruction of the SH 45N, US 183 and US 290E interchange structures
  - Retain the existing Parmer Lane bridge over I-35
  - Retain the existing Tech Ridge Boulevard/Yager Lane bridge over I-35
  - Avoid cemeteries
    - Avoid a large oak tree north of Braker Lane along the northbound frontage road
    - Minimize impacts to businesses and residential property
- 8 9

3

4

5

6

- 10 Through design exceptions, retaining walls, alignment shifts, and other measures, the Build
- Alternative was developed that avoided and minimized impacts to the project constraints while still
   meeting the project purpose and need.
- 13

- 5.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES
- In support of this EA, the following technical reports were prepared: 2 3 4 Community Impacts Assessment Technical Report Form • 5 Archeological Background Study ٠ Historic Resources Survey Report 6 ٠ 7 Surface Water Analysis Form ٠ Species Analysis Spreadsheet and Tier I Site Assessment Form 8 ٠ Carbon Monoxide Traffic Air Quality Analysis Technical Report 9 ٠ Mobile Source Air Toxics Technical Report 10 ٠ Hazardous Materials Initial Site Assessment 11 • Traffic Noise Technical Report 12 • 13 Indirect Effects Technical Report • Documentation of Public Meeting #1 14 •
- 15 Documentation of Public Meeting #2
  - Documentation of Public Meeting #3

17

16

1

These technical reports and forms listed are incorporated by reference in this EA. Copies of the
technical reports are on file and available for review at the TxDOT-Austin District, 7901 N Interstate
Hwy 35, Austin, TX 78753, and online at https://my35capex.com/.

21

For purposes of environmental study, project-related effects are categorized as direct, indirect and 22 cumulative. Direct effects are defined as those impacts which are caused by the action and occur 23 24 at the same time and place. Indirect effects, while being reasonably foreseeable, are also caused by the action, but occur later in time or are farther removed in distance. Encroachment-alteration 25 effects are a type of indirect impact, removed from the proposed project in both time and distance, 26 27 and defined as those impacts that alter the behavior and function of the physical environment. 28 Other indirect effects pertain primarily to induced growth. Cumulative effects result from the incremental impacts of an action when considered together with other past, present and 29 reasonably foreseeable future actions regardless of who takes the other actions. This section 30 (Section 5.0) addresses direct, indirect (encroachment-alteration and induced growth) and 31

32 cumulative effects that would result from the proposed I-35 Capital Express North Project.

## 33 5.1 Right-Of-Way/Displacements

Build Alternative: The Build Alternative would require the acquisition of approximately 17 acres of
 new (additional) ROW, none of which has been previously acquired through early acquisition. The
 additional ROW would be necessary to accommodate the increased pavement width, side slope
 grading, existing terrain, drainage structures, SUP, utilities, and to maintain property access. The
 additional ROW would be acquired from a total of 178 parcels.

- 1 The additional ROW would result in five commercial displacements: GTO Auto Wheels, Pickup
- 2 Heaven, A-1 Tires, Thermo King of Austin, and the offices of an auto business (name unknown). See
- 3 the **Resource-specific Maps** in **Appendix F** for the location of those displacements.
- 4
- 5 All ROW acquisition would be completed in accordance with the Uniform Relocation Assistance and 6 Real Property Acquisition Policies Act of 1979, as amended.
- 7
- 8 <u>No Build Alternative</u>: Under the No Build Alternative, no project-related ROW would be acquired;
- 9 thus, no project-related displacements would occur.

# 10 5.2 Land Use

- 11 The project area is located within the cities of Austin and Round Rock. Land use immediately
- 12 adjacent to I-35 is predominantly commercial. Light industrial, civic, multi-family/single-family
- residential, and undeveloped parcels are also present but to a lesser extent. Commercial uses
- 14 include but are not limited to, retail shops, restaurants, hotels/motels, commercial strip centers,
- 15 automobile repair shops, and gasoline service stations. High density residential neighborhoods and
- 16 apartment complexes are also located adjacent to the roadway. One public park, Upper Little
- 17 Walnut Creek Greenbelt, and two cemeteries, Cook-Walden Capital Parks Cemetery, and Memorial
- 18 Hill Cemetery, are located adjacent to the corridor.
- 19
- <u>Build Alternative</u>: Development is largely built out in the project area. The project would create
   additional capacity and improve mobility along the I-35 corridor; however, it is not anticipated that
- the proposed project would induce development or increase the rate or intensity of development in
   the area. The communities in the area have been experiencing and will continue to experience
- the area. The communities in the area have been experiencing and will continue to experience
   growth and housing construction, independent of the project. Land use on the acquired ROW would
- 25 change from residential, open space, or commercial to transportation use.
- 26
- No Build Alternative: Under the No Build Alternative, the additional ROW would not be obtained and
   there would be no project-related land use impacts.

# 29 5.3 Farmlands

- The Farmland Protection Policy Act (FPPA) seeks to preserve the agricultural use of soils that are particularly productive. The Natural Resources Conservation Service (NRCS) implements the FPPA through regulations and by classifying soil series in terms of suitability for farming.
- 33
- 34 <u>Build Alternative:</u> The project is located in an urbanized area. According to NRCS, no land within the
- project area is mapped as prime farmland or farmland of statewide importance. Therefore, no
   major impacts to farming, including having activities are anticipated as a result of the Build
- major impacts to farming, including haying activities are anticipated as a result of the Build
   Alternative. No further consideration for the protection of farmland is required by FPPA regulations.
  - 12

1 <u>No Build Alternative</u>: Under the No Build Alternative, no transportation-related impacts to prime

2 farmland would occur. Undeveloped lands currently used for agriculture would likely continue to be

3 used for crop production or pasture unless the property owner pursues urban site development.

## 4 5.4 Utility Relocation

<u>Build Alternative</u>: The proposed project would require the adjustment or relocation of underground
and/or overhead utilities. At the current phase of project development, the location of utilities
potentially requiring adjustment or relocation have not yet been fully identified. Impacted utilities
would be identified during the final design phase. At that time, coordination with utility owners and
service providers would occur and relocation/adjustment plans would be developed. Utility
relocations and adjustments would be accomplished with the minimal practical disruption in
service to utility customers.

12

No Build Alternative: Under the No Build Alternative, there would be no project-related impacts to
 utilities.

## 15 5.5 Bicycle and Pedestrian Facilities

16 Build Alternative: Existing bicycle lanes and sidewalks are located on the I-35 cross streets. Additionally, existing sidewalks occur along the I-35 frontage roads. The Build Alternative would add 17 10-foot wide SUPs, where feasible, along both sides of I-35 within the project limits. In constrained 18 areas along the roadway, the SUP would narrow to 8 feet wide. A 5-foot wide on-street bike lane 19 with a 2-foot wide buffer would be provided at the following east/west cross streets: Grand Avenue 20 21 Parkway, Howard Lane, Braker Lane, and Rundberg Lane. At the proposed DDI at Wells Branch Parkway and the DDI under construction at Parmer Lane, an 8 to 10-foot wide SUP would go down 22 the center of the bridges between opposing directions of travel. There are no proposed changes to 23 24 the existing bicycle/pedestrian accommodations at Tech Ridge Boulevard or the US 183 frontage 25 roads.

26

TxDOT has coordinated with the City of Austin regarding design details for bicycle and pedestrian
facilities on all cross streets within the project limits. Coordination with the City will be on-going
during final design, including a commitment to provide the City the 60 percent PS&E plan sets to
review and comment on. The proposed bicycle and pedestrian facilities would be compatible with
City of Austin plans.

32

<u>No Build Alternative</u>: Under the No Build Alternative, there would be no project-related impacts and
 improvements to bicycle/pedestrian facilities would not occur.

#### 1 5.6 Community Impacts

2 The study area for the community impact assessment includes census blocks that are adjacent to the existing ROW. These are the areas that are most likely to experience access, travel pattern, and 3 4 community cohesion impacts as a result of the proposed project. The study area is primarily 5 commercial with scattered residential and light industrial uses. Eighty community facilities were 6 identified within the study area and include multiple cemeteries, places of worship, schools, funeral 7 homes, parks, and government facilities. There are several community facilities, primarily places of 8 worship and businesses, that primarily serve minority populations within the study area. 9 10 There are 65 predominately minority Census blocks interspersed throughout the study area. There is also one block group in the southern portion of the study area that has a median household 11 12 income below the 2020 Department of Health and Human Services poverty level of \$26,200. These minority and low-income populations are considered environmental justice (EJ) populations. 13 Potential direct impacts to the EJ populations were analyzed to ensure these groups would not be 14 15 adversely or disproportionately affected by the Build Alternative in accordance with Executive Order 16 (EO) 12898. 17 18 There are homeless encampments and more dispersed populations living within the ROW. TxDOT's 19 initiative to address homelessness includes coordination and focused engagement with agencies and nonprofit providers supporting people experiencing homelessness. Early communication and 20 21 notice in advance of construction activities will occur in all areas that are inhabited as the project 22 nears construction. 23 24 Socioeconomic and demographic information about the affected communities is found in the Community Impact Assessment Technical Report Form, available for review at the TxDOT Austin 25 26 District office, and online at https://my35capex.com/. 27 28 Build Alternative: Displacements that would occur as a result of the proposed project consist of five auto-related businesses. There are currently several existing parcels in the vicinity that could serve 29 30 as replacement locations for these businesses, many of which allow for automobile repair services. 31 These businesses are not unique to the area and their displacement would not have an impact on the community as a whole. Proposed ROW acquisition would be conducted in accordance with the 32 Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. 33 34 Substantial impacts to the community are not anticipated as a result of the proposed 35 displacements.

36

Existing residents and businesses adjacent to the project area are currently separated by I-35 as it is a significant physical and visual barrier within the community. The proposed project would not create a new separation or significantly increase the existing separation. Vehicle travel patterns and access would not change throughout most of the corridor; however, there would a modification to travel patterns and access at the I-35/Wells Branch Parkway intersection due to the proposed DDI.

Movements through this intersection would be altered, which would require drivers to find other 1 2 means of getting to the other side of the intersection along the I-35 frontage roads. Depending on the location at the intersection, this could either be accomplished by using alternate roadways or 3 traveling through parking lots to access the existing northbound and proposed southbound bypass 4 lanes, or by making a right turn onto Wells Branch Parkway to access parcels via adjoining 5 6 roadways, Additional changes in travel patterns would occur at the proposed bypass lanes at 7 Howard Lane, Yager Lane/Tech Ridge Boulevard, and Rundberg Lane. The bypass lanes would 8 allow traffic on the frontage roads to avoid travel through traffic signals, which would decrease 9 travel time and improve mobility. The DDI and bypass lane improvements would not affect the 10 overall use of the businesses located at those intersections. 11 The proposed SUP would improve east/west connectivity and allow people within the community 12 13 the ability to access the area or participate in local activities without the use of motor vehicles. With the proposed addition of a SUP, there is the potential to increase pedestrian and bicycle activity 14 within the community, so some trips within the community to participate in local activities that had 15 previously been taken by car could shift to walking or biking. The SUP, as well as improved 16 17 interchanges, would allow for easier and safer east/west travel throughout the community at interchanges to provide more connectivity throughout the study area. Overall mobility would be 18

- improved by allowing faster travel times to/from communities along the I-35 corridor with theaddition of a frontage road lane and a managed lane in each direction. Community cohesion would
- 21 improve due to the addition of alternative modes of travel and the improved mobility and safety.
- 22

In November 2020 Austin voters approved Project Connect, a substantial investment in Capital
Metro transit operations throughout the city, including sections of the project area. Capital Metro is
a stakeholder agency and TxDOT will continue to coordinate with this agency to reach shared
objectives among the two projects. Managed lanes are a tool for the region's mobility needs that
can be useful for transit in the project area. Transit users would benefit from the enhanced service
as a result of access to managed lane use and the pedestrian improvements for first and last mile
connections across and along I-35.

30

The proposed project would disproportionately and adversely affect EJ populations at the five businesses that would be displaced, all of which are located in a minority EJ census geography (Block 3001 of Census Tract 18.23). The ROW acquisition that would result in the five displacements was necessary to provide for safety and operational efficiency of the proposed roadway. In order to avoid ROW acquisition in that location, additional ROW would have been required from the other side of I-35, which is also an EJ area (Block 3005 of Census Tract 18.33), resulting in other commercial displacements.

38

Rights afforded to displaced persons under the Uniform Relocation Assistance and Real Property
 Acquisition Policies Act of 1970, as amended, include: a notice as soon as it is feasible, an

- 40 Acquisition Folicies Act of 1970, as amenaed, include: a notice as soon as it is reasible, and
- 41 appraisal of the property, a written offer not less than the appraised fair market value, an

1 opportunity to consider the offer and partake in negotiations, and payment for moving expenses.

- 2 Mitigation measures are needed to offset the impacts to the EJ population. Examples include
- 3 working with the affected property and business owners to help with any additional provisions for
- 4 relocation assistance for nearby available properties or establishing initiatives to create
- 5 employment and training opportunities for the affected community. The benefits of the proposed
- 6 project such as improved mobility and the safety and operational efficiency of the proposed
- 7 roadway help offset the adverse impacts of the displacements. There is a substantial need for the
- 8 I-35 Capital Express North improvements, which would benefit the community as a whole, including
- 9 EJ populations.
- 10

EO 13166, "Improving Access to Services for Persons with Limited English Proficiency," requires 11 federal agencies to examine the services they provide, identify any need for services to those with 12 Limited English Proficiency (LEP), and develop and implement a system to provide those services so 13 that LEP persons can have meaningful access to them. Based on data from the 2019 American 14 Community Survey, block groups located in the study area have an LEP population ranging from 4.1 15 percent to 58.4 percent. Spanish speakers make up the largest portion of the LEP population with 16 16.8 percent. Other LEP populations are Asian and Pacific Islander (3.0 percent), Indo-European 17 (1.8 percent), and Other (1.4 percent). There were multiple signs for businesses and community 18 facilities within the study area in languages other than English. 19

20

21 To comply with EO 13166 and to ensure full and fair public participation for the proposed project, 22 newspaper advertisements for the public meetings held in August 2016, February 2017, and October 2019 were published in both English and Spanish. Comment forms were also made 23 available in English and Spanish, and a project team member was available at the public meetings 24 to accommodate the communication needs of individuals speaking Spanish. No requests for 25 assistance in another language other than English were requested. A public hearing is planned for 26 spring 2021 and notices and comment forms will be made available in English and Spanish. 27 Spanish speaking team members will be present and an interpreter will be provided to 28 29 accommodate LEP individuals upon request.

30

31 Information about LEP accommodations and impacts on the community, EJ populations, and

32 access/travel pattern modifications is found in the **Community Impact Assessment Technical** 

33 **Report Form**, available for review at the TxDOT Austin District office, and online at

- 34 <u>https://my35capex.com/</u>.
- 35

36 <u>No Build Alternative</u>: Under the No Build Alternative, there would be no project-related impacts to 37 communities. The communities in the project area would continue to have increased traffic which, 38 in turn, would result in reduced mobility and safety in the project area. Additionally, no project-39 related impacts to minority or low-income populations would occur under the No Build Alternative 40 as the proposed project would not be constructed.

#### 1 5.7 Visual/Aesthetic Impacts

- 2 I-35 is an existing, well established interstate highway. The project area is located within a
- 3 developed area of north Austin and a rapidly developing area of Round Rock. The existing ROW
- 4 consists mainly of urbanized land and paved roadway. Outside of the existing ROW is predominantly
- 5 developed; however, some undeveloped wooded areas are present. I-35 is a dominant visual
- 6 feature in the project area.
- 7
- <u>Build Alternative</u>: The proposed project would follow the existing alignment of I-35. The primary
  changes to the visual environment in the project corridor consist of the addition of managed lanes
  (one in each direction) and elevated bypass lanes at Howard Lane (northbound), Yager Lane/Tech
  Ridge Boulevard (northbound), and Rundberg Lane (northbound and southbound). However, since
  the proposed project would be along an existing, heavily developed interstate corridor, the visual
  and aesthetic impacts of the proposed project would be negligible.
- 14

No Build Alternative: The No Build Alternative would not result in visual impacts along the corridor
 as the proposed improvements would not be constructed.

### 17 5.8 Cultural Resources

18 Cultural resources are structures, buildings, archeological sites, districts (a collection of related structures, buildings, and/or archeological sites), cemeteries, and objects. Both federal and state 19 laws require consideration of cultural resources during project planning. At the federal level, NEPA 20 and the National Historic Preservation Act (NHPA) of 1966, among others, apply to transportation 21 22 projects such as this one. In addition, state laws such as the Antiquities Code of Texas (ACT) apply 23 to these projects. Compliance with these laws often requires consultation with the Texas Historical Commission (THC)/Texas State Historic Preservation Officer (SHPO) and/or federally recognized 24 tribes to determine the project's effects on cultural resources. The evaluation of impacts to cultural 25 26 resources has been conducted under Section 106 of the NHPA in accordance with the Programmatic Agreement (PA) among the FHWA, TxDOT, the SHPO and the Advisory Council on 27 28 Historic Preservation Regarding the Implementation of Transportation Undertakings. Review and 29 coordination of this project followed approved procedures for compliance with federal and state laws. 30

#### 31 5.8.1 Archeology

Build Alternative: Based on the results of an Archeological Background Study, there were no sites
 previously recorded within the Area of Potential Effects (APE) that are listed or are eligible for listing
 on the National Register of Historic Places (NRHP) or for designation as a State Antiquities
 Landmark (SAL). Based on a review of geology, soils, landforms, and previous disturbances, it was
 determined that there is a very low potential for intact, buried cultural deposits throughout the APE.

- Therefore, no further archeological investigations were recommended. TxDOT Environmental Affairs 1 Division (TxDOT-ENV) cleared the project for archeology on March 9, 2021 (see Appendix G). 2 3 4 The Archeological Background Study identified two cemeteries (Memorial Hill Cemetery and Capitol Memorial Park [now called Cook-Walden Capital Parks Cemetery]) immediately adjacent to the APE. 5 6 All construction activities in the vicinity of the adjacent cemeteries would be limited to the existing 7 I-35 ROW. TxDOT archeologists contacted the general manager of the cemeteries, who confirmed 8 that no interments extend outside of the established, fenced in boundaries of either cemetery. 9 Based on this information, there are no concerns of impacting unmarked graves within the APE. 10 The Archeological Background Study Report prepared for the proposed project is available at the 11 TxDOT Austin District office, and online at https://my35capex.com/. 12 13 Coordination with federally-recognized Native American tribes was conducted. A tribal review of the 14 project resulted in the determination that no sites of concern would be affected. The coordination 15 response letter, dated February 23, 2021, is included in Appendix G. 16 17 In the event that cultural resources are encountered during construction, TxDOT would immediately 18 initiate cultural resource discovery procedures. All work in the vicinity of the discovery would cease 19 until a specialist from TxDOT and/or the THC could arrive on site and assess the discovery's 20 21 significance and the need, if any, for additional investigation. 22 No Build Alternative: As construction of the proposed I-35 Capital Express North Project would not 23 24 occur, there would be no project-related impacts on archeological resources associated with the No Build Alternative. 25 26 5.8.2 Historic Properties
- In compliance with the PA for Transportation Undertakings, as executed among FHWA, TxDOT, the
   SHPO, and the Advisory Council on Historic Preservation, a historic resource survey was conducted
   for the proposed I-35 Capital Express North Project.
- 30

31 Build Alternative: Project historians surveyed the project APE in April 2020 and documented 42 properties with historic-age resources within the project APE. Following evaluation of the properties, 32 project historians recommended none of the properties eligible for listing in the NRHP. Pursuant to 33 Stipulation IX, Appendix 6 "Undertakings with the Potential to Cause Effects per 36 CFR 800.16(i)" 34 of the Section 106 PA and the MOU, TxDOT historians determined that there is no effect to historic, 35 non-archeological properties in the APE. Individual project coordination with SHPO was not required. 36 See Appendix G for the TxDOT clearance, dated January 12, 2021, as well as coordination 37 conducted with the County Historical Commissions for Travis and Williamson counties. 38

1 The Historic Project Coordination Request Form, Historic Research Design, and Historic Resources

2 Survey Report prepared for the proposed project are available at the TxDOT Austin District office,

3 and online at <u>https://my35capex.com/</u>.

4

<u>No Build Alternative</u>: Because the proposed I-35 Capital Express North improvements would not be
 constructed, the No Build Alternative would not result in project-related impacts to historic

7 resources.

# 8 5.9 Protected Lands

9 Section 4(f) of the U.S. Department of Transportation Act protects publicly owned and accessible 10 parks, recreation areas, and wildlife and waterfowl refuges and historic sites. Chapter 26 of the 11 Texas Parks and Wildlife Code includes provisions similar to the federal Section 4(f) regulation, 12 including requiring a finding that there is no feasible and prudent alternative to the use or taking of 13 the protected land, that the project includes all reasonable planning to minimize harm and that a 14 public hearing be held prior to the approval of the use of land from these publicly-owned park

- 15 properties.
- 16

Upper Little Walnut Creek Greenbelt, a Section 4(f) and Chapter 26 resource, is located adjacent to 17 the southbound I-35 frontage road at Little Walnut Creek. The public park facility is currently 18 19 undeveloped, with no amenities or recreational facilities. Another parcel located adjacent to the 20 northbound I-35 frontage road at Little Walnut Creek has been designated by the City of Austin as 21 'Potential Parkland'. See Appendix C and Appendix F for the location of the existing and potential 22 parkland parcels. The proposed project would include improvements within both parcels comprising the existing park and potential portion of the park; therefore, the provisions of Section 4(f) and 23 Chapter 26 apply. 24

25

Section 6(f) of the Land and Water Conservation Fund Act requires that recreational facilities
 receiving U.S. Department of Interior funding from the Land and Water Conservation Fund Act as
 allocated by the Texas Parks and Wildlife Department (TPWD) may not be converted to non recreational uses unless approval is received from TPWD and the National Park Service. There are
 no Section 6(f) resources in the proposed project area.

31

32 Build Alternative: The Build Alternative would require the acquisition of approximately 0.6 acre of ROW from the Upper Little Walnut Creek Greenbelt, a Section 4(f) and Chapter 26 resource. This 33 includes 0.5 acre from the existing parkland parcel on the west side of I-35 and 0.1 acre from the 34 potential parkland parcel on the east side of I-35. The additional ROW would be needed to 35 accommodate the addition of a southbound bypass lane ramp/extended direct connector and 36 northbound bypass lane over Rundberg Lane. These improvements were determined to be 37 necessary based on traffic modeling to improve roadway operations. These improvements would 38 39 not result in impacts to any recreational amenities in the existing parkland parcel or planned amenities in the potential parkland parcel. 40

- 1 Coordination with the City of Austin Parks Department, the official with jurisdiction (OWJ) over the
- 2 park, regarding park impacts and Section 4(f) de minimis applicability is on-going. Compliance with
- Chapter 26 regulations is also on-going and applicable public notice and hearing requirements will
   be followed.
- 4 b 5
- 6 <u>No Build Alternative</u>: Because the proposed I-35 Capital Express North improvements would not be
- 7 constructed, the No Build Alternative would not result in project-related impacts to Section 4(f), 6(f)
- 8 or Chapter 26 resources.

## 9 5.10 Water Resources

- 10 Water resources occurring in the project area were researched by desktop review of web resources
- 11 from the United States Geological Survey (USGS) National Hydrography Dataset (NHD) and 7.5-
- 12 minute topographic data for Pflugerville West and Austin East, Texas quadrangles, Texas
- 13 Commission on Environmental Quality (TCEQ), TWDB, Federal Emergency Management Agency
- 14 (FEMA), United States Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI)
- 15 mapping, and aerial photography. Desktop mapping of water resources was performed using
- Geographic Information System mapping, utilizing spatial data obtained from USGS, TWDB, FEMA,and USFWS.
- 18

The Surface Water Analysis Form prepared for the proposed project is available for review at the
 TxDOT Austin District office, and online at <u>https://my35capex.com/</u>.

21 5.10.1 Clean Water Act Section 404

Pursuant to Section 404 of the Clean Water Act (CWA), an investigation was conducted to identify 22 potential jurisdictional waters of the U.S., including wetlands, within the project area. Field 23 reconnaissance conducted on March 31 and November 4, 2019 and November 6, 2020 identified 24 potentially jurisdictional waters of the U.S. that could be impacted by the proposed project. A total 25 of nine surface water features were found in the project area. They include Gilleland Creek (with an 26 27 adjacent wetland), two unnamed tributaries to Gilleland Creek, Walnut Creek, two unnamed tributaries to Walnut Creek, Little Walnut Creek, and two unnamed tributaries to Little Walnut 28 29 Creek.

30

31 Build Alternative: This project would involve a regulated activity in jurisdictional waters and therefore would require authorization under Section 404. Table 5-1 shows the waters that are 32 anticipated to be jurisdictional waters in which a regulated activity is anticipated to take place. It 33 34 also indicates whether the impacts are anticipated to be authorized under Section 404 by a nonreporting nationwide permit (NWP) (i.e., no pre-construction notification [PCN] required), or if it is 35 anticipated that a NWP with PCN, Individual Permit, letter of permission, or regional general permit 36 would be required. Based on project activities, it is anticipated that the proposed project would 37 38 require a non-reporting NWP 14.

1

Table 5-1: Project Surface Waters

| Crossing<br>Number | Name  | Waterbody<br>Classification | Latitude  | Longitude  | Acreage<br>within<br>Project Area | Linear Feet<br>within<br>Project Area | Permanent<br>Impacts<br>(ac/lf)* | Potential<br>Permit         |
|--------------------|---|-----------------------------|-----------|------------|-----------------------------------|---------------------------------------|----------------------------------|-----------------------------|
| 1                  | Unnamed<br>tributary to<br>Gilleland<br>Creek     | Intermittent                | 30.475575 | -97.672422 | 0.42                              | 838                                   | 0.03/37                          | Non-<br>Reporting<br>NWP 14 |
| 2                  | Gilleland<br>Creek                                | Intermittent                | 30.469491 | -97.670627 | 0.40                              | 776                                   | 0.03/33                          | Non-<br>Reporting<br>NWP 14 |
|                    | Forested<br>Wetland                               | Palustrine                  | 30.468745 | -97.671642 | 0.15                              | N/A                                   | None                             | None                        |
| 3                  | Unnamed<br>tributary to<br>Gilleland<br>Creek     | Intermittent                | 30.461056 | -97.667623 | 0.23                              | 712                                   | 0.03/68                          | Non-<br>Reporting<br>NWP 14 |
| 4                  | Unnamed<br>tributary to<br>Walnut Creek           | Intermittent                | 30.399073 | -97.673381 | 0.69                              | 606                                   | None                             | Non-<br>Reporting<br>NWP 14 |
| 5                  | Walnut Creek                                      | Perennial                   | 30.388377 | -97.672465 | 0.32                              | 401                                   | None                             | Non-<br>Reporting<br>NWP 14 |
| 6                  | Unnamed<br>tributary to<br>Walnut Creek           | Intermittent                | 30.374135 | -97.67782  | 0.13                              | 486                                   | 0.02/38                          | Non-<br>Reporting<br>NWP 14 |
| 7                  | Unnamed<br>tributary to<br>Little Walnut<br>Creek | Intermittent                | 30.356711 | -97.688755 | 0.42                              | 713                                   | None                             | Non-<br>Reporting<br>NWP 14 |
| 8                  | Little Walnut<br>Creek                            | Perennial                   | 30.350025 | -97.693776 | 0.95                              | 1077                                  | 0.09/71                          | Non-<br>Reporting<br>NWP 14 |
| 9                  | Unnamed<br>tributary to<br>Little Walnut<br>Creek | Intermittent                | 30.338332 | -97.700649 | 0.36                              | 538                                   | None                             | Non-<br>Reporting<br>NWP 14 |

\*Determined based on planned culvert extensions. Impacts could vary slightly dependent on final drainage plans that will be completed in PS&E. Temporary impacts at this time are unknown and would be determined in PS&E.

- <u>No Build Alternative</u>: Because the proposed I-35 Capital Express North improvements would
   not be constructed, the No Build Alternative would not result in project-related impacts to
- 3 jurisdictional wetlands and other waters of the U.S.
- 4 5.10.2 Clean Water Act Section 401

5 Build Alternative: For a project that will use a NWP under Section 404 or Section 10, regardless of whether the NWP is non-reporting (i.e., assumed) or reporting (i.e., requires 6 submittal of a PCN). TxDOT complies with Section 401 of the CWA by implementing TCEO's 7 8 conditions for NWPs. For projects that require authorization under Section 404 or Section 9 10 beyond a NWP, TxDOT complies with Section 401 of the CWA by including a Tier I or Tier II checklist (depending upon the amount of disturbance/impact) in the Individual Permit, 10 letter of permission, or regional general permit application that is submitted to the United 11 12 States Army Corps of Engineers (USACE), and then complying with the conditions of the Tier I 13 or Tier II checklist. 14 15 Compliance with Section 401 requires the use of best management practices (BMPs) to 16 manage water quality on construction sites. General Condition 12 also requires applicants 17 using NWP 14 to use appropriate soil erosion and sedimentation controls, Section 401 Water Quality Certification would be required for the proposed project. The Section 401 18 19 Certification requirements for NWP 14 would be met by implementing a Storm Water 20 Pollution Prevention Plan (SW3P). The SW3P would include at least one BMP from the Tier I 21 401 Water Quality Certification Conditions for NWPs as published by the TCEQ. These BMPs 22 would address each of the following categories: 23 24 Category I Erosion Control would be addressed by using permanent seeding/sodding. Category II Post-Construction Total Suspended Solids (TSS) Control would be 25 addressed by installing vegetative filter strips. 26 • Category III Sedimentation Control would be addressed by installing silt fences, rock 27 28 berms, and hay bale dikes. 29 30 Other approved methods would be substituted if necessary, using one of the BMPs from the 31 identical category. 32 33 The potential for project-related encroachment-alteration effects on water quality would be 34 mitigated through temporary and permanent (post-construction) BMPs as described above. Water resources could receive an increased amount of sediment if storm water were 35 released from the project area despite the use of BMPs. To minimize the potential for 36

- adverse impacts, BMPs would be regularly inspected and proactively maintained.
- 38

- <u>No Build Alternative</u>: Because the proposed I-35 Capital Express North improvements would
   not be constructed, the No Build Alternative would not result in project-related impacts to
- 3 water quality.
- 4 5.10.3 Executive Order 11990 Wetlands

5 EO 11990 Protection of Wetlands (42 Federal Register 26961, May 24, 1977) provides the 6 requirement "to avoid to the extent possible the long- and short-term adverse impacts

7 associated with the destruction or modification of wetlands and to avoid direct or indirect

8 support of new construction in wetlands wherever there is a practicable alternative."

9

10 <u>Build Alternative</u>: Based on the current design analysis, there would be no impact to

11 wetlands; therefore, EO 11990 does not apply.

12

<u>No Build Alternative</u>: Because the proposed I-35 Capital Express North improvements would
 not be constructed, the No Build Alternative would not result in project-related impacts to

- 15 wetlands.
- 16 5.10.4 Rivers and Harbors Act

17 The Rivers and Harbors Act of 1899 generally prohibits the construction of structures over or

18 in navigable waters of the U.S. without Congressional approval, which has been delegated to

19 the United States Coast Guard (USCG). The Rivers and Harbors Act of 1899 also prohibits

20 excavation or fill within navigable waters of the U.S. without the approval of the USACE.

Based on a project scoping analysis, it was determined that neither the Build Alternative nor

the No Build Alternative would have an impact on any Section 9/10 waters, as defined by

the Rivers and Harbors Act of 1899.

24 5.10.5 Clean Water Act Section 303(d)

According to the 2020 Texas Integrated Report - Texas 303(d) List (Category 4 and 5) and the 2020 Index of All Impaired Water, the project is located within five linear miles of, is within the watershed of, and drains to five impaired waterbodies (see **Table 5-2**). All segments are impaired due to elevated bacteria levels. Segment 1429C (Waller Creek) also has an impaired microbenthic community.

| Watershed      | Segment Name        | Segment Number | Assessment Unit<br>Number |  |
|----------------|---------------------|----------------|---------------------------|--|
| Colorado River | Walnut Creek        | 1428B          | 4a                        |  |
| Colorado River | Gilleland Creek     | 1428C          | 4a                        |  |
| Colorado River | Waller Creek        | 14290          | 4a, 5c                    |  |
| Colorado River | Spicewood Tributary | 1403J          | 4a                        |  |
|                | to Shoal Creek      |                |                           |  |
| Colorado River | Taylor Slough South | 1403K          | 4a                        |  |

## Table 5-2: Impaired Assessment Units

2

1

3 Build Alternative: To date, TCEQ has not required (through either a total maximum daily load

4 (TMDL) or the review of projects under the MOU) additional control measures, beyond those

5 already required by the Construction General Permit (CGP), to mitigate the potential impact

6 of road construction on impaired waters. Therefore, compliance with the project's CGP,

7 along with coordination under the TCEQ MOU for certain transportation projects, collectively

8 meets the need to address impaired waters during the environmental review process. As

9 required by the CGP, the project and associated activities would be implemented, operated,

and maintained using BMPs to control the discharge of pollutants from the project site.

11

<u>No Build Alternative</u>: Because the proposed I-35 Capital Express North improvements would
 not be constructed, the No Build Alternative would not result in project-related impacts to

- 14 impaired waterways.
- 15 5.10.6 Clean Water Act Section 402

16 <u>Build Alternative</u>: This project would include five or more acres of earth disturbance. TxDOT

17 would comply with TCEQ's Texas Pollutant Discharge Elimination System (TPDES) CGP. A

18 SW3P would be implemented, and a construction site notice would be posted at the

19 construction site. A Notice of Intent (NOI) and a Notice of Termination (NOT) would be

20 required. The proposed project is located within the boundaries of the City of Austin, City of

21 Round Rock, and TxDOT's Municipal Separate Storm Sewer System (MS4) Phase I permits.

22

23 Since TPDES CGP authorization and compliance (and the associated documentation) occur

outside of the environmental clearance process, compliance is ensured by the policies and
 procedures that govern the design and construction phases of the project. The Project

26 Development Process Manual and the Plans, Specifications, and Estimates (PS&E)

27 Preparation Manual require a SW3P be included in the plans of all projects that disturb one

or more acres. The Construction Contract Administration Manual requires that the

29 appropriate CGP authorization documents (NOI or site notice) be completed, posted, and

30 submitted, when required by the CGP, to TCEQ and the MS4 operator. It also requires that

31 projects be inspected to ensure compliance with the CGP.

The PS&E Preparation Manual requires that all projects include Standard Specification Item
 506 (Temporary Erosion, Sedimentation, and Environmental Controls), and the "Required
 Specification Checklists" require the current version of Special Provision 506 on all projects
 that need authorization under the CGP. These documents require the project contractor to
 comply with the CGP and SW3P, and to complete the appropriate authorization documents.
 <u>No Build Alternative</u>: Under the No Build Alternative, there would be no earth disturbance
 and compliance with the TPDES CGP and coordination with the MS4 operator would not be

9 required.

#### 10 5.10.7 Floodplains

Build Alternative: Portions of the proposed project are located within a FEMA designated 11 12 100-year floodplain. The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies. The facility would permit the conveyance of the 13 100-year flood, inundation of the roadway being acceptable, without causing damage to the 14 facility, stream, or other property. The proposed project would not increase the base flood 15 16 elevation to a level that would violate applicable floodplain regulations and ordinances. 17 Coordination with the local Floodplain Administrator would be required. 18 19 This project is subject to and will comply with federal EO 11988 on Floodplain Management. 20 The department implements this EO on a programmatic basis through its Hydraulic Design

21 Manual. Design of this project will be conducted in accordance with the department's

22 Hydraulic Design Manual. Adherence to the TxDOT Hydraulic Design Manual ensures that

23 this project will not result in a "significant encroachment" as defined by FHWA's rules

24 implementing EO 11988 at 23 CFR 650.105(q).

25

26 <u>No Build Alternative</u>: Because the proposed I-35 Capital Express North improvements would

27 not be constructed, the No Build Alternative would not result in project-related impacts to

- 28 floodplains.
- 29 5.10.8 Wild and Scenic Rivers
- 30 Based on a project scoping analysis, it was determined that neither the Build Alternative nor
- 31 the No Build Alternative would have an impact on this resource category or subject matter.
- 32 (NOTE: No designated Wild and Scenic Rivers are located within the project area.)

#### 1 5.10.9 Coastal Barrier Resources

- 2 Based on a project scoping analysis, it was determined that neither the Build Alternative nor
- 3 the No Build Alternative would have an impact on this resource category or subject matter.

4 (NOTE: Project area is not located in a coastal area.)

#### 5 5.10.10 Coastal Zone Management

6 This project is not located within the Texas Coastal Management Plan (TCMP) boundary.

- 7 Therefore, a consistency determination is not required.
- 8 (NOTE: Project area is not located in a coastal area.)
- 9 5.10.11 Edwards Aquifer
- 10 The Edwards Aquifer is a karst aquifer that underlies 3,600 square miles across ten

11 counties in south-central and central Texas. The Edwards Aquifer is the primary source of

12 water for San Antonio and the surrounding areas. Springs and streams originating in the

13 Contributing Zone eventually flow across the Recharge Zone where surface water can

14 infiltrate into the aquifer. Geologic features (e.g., faults and fractures) in the Transition Zone

- also provide an opportunity for surface water infiltration into the aquifer.
- 16

17 <u>Build Alternative</u>: The northern portion of the project area between SH 45N and

18 approximately Howard Lane overlays the Edwards Aquifer Transition Zone. A TCEQ Edwards

Aquifer Protection Plan (i.e., Water Pollution Abatement Plan or Contributing Zone Plan) is

20 not required. There are no BMPs required by the TCEQ Edwards Aquifer Rules.

21

22 No Build Alternative: Because the proposed I-35 Capital Express North improvements would

- not be constructed, the No Build Alternative would not result in project-related impacts to
- 24 the Edwards Aquifer.
- 25 5.10.12 International Boundary and Water Commission

This project does not cross or encroach upon the floodway of the International Boundary Water Commission (IBWC) ROW or an IBWC flood control project.

28 5.10.13 Drinking Water Systems

29 <u>Build Alternative</u>: Austin relies on surface water from the Colorado River and Round Rock

30 relies on surface water from Lake Georgetown for their water supply. In accordance with

31 TxDOT's Standard Specifications for Construction and Maintenance of Highways, Streets and

32 Bridges (Item 103, Disposal of Wells), any drinking water wells would need to be properly

removed and disposed of during construction of the project.

- 1 <u>No Build Alternative</u>: Because the proposed I-35 Capital Express North improvements would
- 2 not be constructed, the No Build Alternative would not result in project-related impacts to
- 3 the drinking water systems.

### 4 5.11 Biological Resources

- 5 For information regarding biological resources refer to the Tier I Site Assessment Form,
- 6 Species Analysis Form, and Species Analysis Table available at the TxDOT Austin District
- 7 office, and online at <u>https://my35capex.com/</u>.

### 8 5.11.1 Texas Parks and Wildlife Coordination

- 9 Coordination with TWPD for the project was triggered by impacts to vegetation exceeding the
- 10 thresholds outlined in the 2013 MOU (2017 Revision) (see **Section 5.11.2**) and for impacts
- 10 to Species of Greatest Conservation Need (SGCN) (see **Section 5.11.11**). Early coordination
- 12 with TPWD regarding potential effects to natural resources was initiated and is on-going.
- 13 5.11.2 Impacts to Vegetation
- 14 The Tier I Site Assessment Form, prepared for this proposed project, describes 14 different
- vegetation communities that were mapped within the project area by TPWD's Ecological
- 16 Mapping Systems of Texas (EMST). These are shown below in **Table 5-3**.

| 1               | Table 5-3: Project Area Vegetation |  |                           |                |                              |                                      |  |  |
|-----------------|------------------------------------|--|---------------------------|----------------|------------------------------|--------------------------------------|--|--|
| Ecoregion       | MOU<br>Vegetation<br>Type          | Common Name  | EMST<br>Mapped<br>Acreage | MOU<br>Acreage | Field<br>Verified<br>Acreage | Coordination<br>Threshold<br>(acres) |  |  |
|                 | Agriculture                        | Barren   | 0.1                       | 0.1            | 0.0                          | 10.0                                 |  |  |
| Edwards Plateau |                                    | Edwards Plateau: Ashe Juniper Motte<br>and Woodland              | 0.0                       |                |                              |                                      |  |  |
|                 | Edwards<br>Plateau:                | Edwards Plateau: Oak / Hardwood<br>Motte and Woodland            | 0.7                       |                |                              | 3.0                                  |  |  |
|                 | Savanna,<br>Woodland,              | Edwards Plateau: Deciduous Oak /<br>Evergreen Motte and Woodland | 0.1                       | 4.5            | 1.9                          |                                      |  |  |
|                 | and<br>Shrubland                   | Edwards Plateau: Oak / Hardwood<br>Slope Forest                  | 0.1                       |                |                              |                                      |  |  |
|                 |                                    | Edwards Plateau: Savanna Grassland                               | 3.5                       |                |                              |                                      |  |  |
|                 | Tallgrass<br>Prairie,<br>Grassland | Blackland Prairie: Disturbance or Tame<br>Grassland              | 0.9                       | 0.9            | 0.01                         | 0.1                                  |  |  |
|                 | Riparian                           | Central Texas: Floodplain Hardwood<br>Forest                     | 3.4                       | 4.0            | 4.0                          | 0.1                                  |  |  |
|                 |                                    | Central Texas: Riparian Hardwood<br>Forest                       | 0.5                       |                |                              |                                      |  |  |
|                 |                                    | Central Texas: Riparian Juniper Forest                           | 0.0                       |                |                              |                                      |  |  |
|                 | Disturbed<br>Prairie               | Native Invasive: Mesquite Shrubland                              | 1.4                       | 1 2.1 1.0      |                              | 2.0                                  |  |  |
|                 |                                    | Native Invasive: Deciduous Woodland                              | 0.7                       | 2.1            | 1.0                          | 2.0                                  |  |  |
|                 | Urban                              | Urban: High Intensity  | 493.3                     | 688.3          | 693.0                        | N/A                                  |  |  |
|                 | orban                              | Urban: Low Intensity   | 195.0                     | 000.0          |                              |                                      |  |  |
| Totals          |                                    |  | 699.9                     | 699.9          | 699.9                        | N/A                                  |  |  |

2

3 As detailed in §2.206 of the 2013 MOU, coordination with TPWD is required for projects

4 based on certain triggers, including the disturbance of habitat in an area equal to or greater

5 than the area of disturbance indicated in the Threshold Table PA. Vegetation within the

6 proposed project falls into six MOU vegetation types: Agriculture; Edwards Plateau: Savanna,

7 Woodland, and Shrubland; Tallgrass Prairie, Grassland; Riparian; Disturbed Prairie; and

8 Urban. The Threshold Table PA sets a disturbance threshold of 10 acres for Agriculture; 3

9 acres for Edwards Plateau: Savanna, Woodland, and Shrubland; 0.1 acre for Tallgrass

10 Prairie, Grassland; 0.1 acre for Riparian; and 2 acres for Disturbed Prairie. No threshold has

11 been established for Urban.

- 1 Build Alternative: Vegetation impacts quantified in **Table 5-3** show that the proposed project 2 would exceed the threshold for one MOU vegetation type: Riparian. Early coordination with
- TPWD regarding effects to vegetation communities was initiated in accordance with
- 3
- provisions of the 2013 MOU. Coordination is on-going. 4
- 5

6 The vast majority of the project area is characterized as urban, with only approximately one

- 7 percent of the project area comprised of native vegetation. Impacts to vegetation would be
- 8 avoided or minimized by limiting disturbance to only that which is necessary to construct the
- 9 proposed project. The removal of native vegetation, particularly mature native trees and
- 10 shrubs would be avoided to the greatest extent practicable. A native and locally-adapted seed mix would be used in the landscaping and re-vegetation of disturbed areas.
- 11 12
- 13 No Build Alternative: If the No Build Alternative were implemented, the proposed project
- would not be constructed. No effects to vegetation related to the construction of the 14
- proposed project would occur. Existing land use and activities, including routine mowing, 15
- would continue to periodically affect vegetation communities. 16
- 17 5.11.3 Executive Order 13112 on Invasive Species
- 18 Build Alternative: This project is subject to and would comply with federal EO 13112 on
- 19 Invasive Species. The department implements this EO on a programmatic basis through its
- 20 Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual.
- 21 In compliance with EO 13112, a native and locally-adapted seed mix would be used in the
- 22 landscaping and revegetation of disturbed areas.
- 23
- 24 No Build Alternative: If the No Build Alternative were implemented, the proposed project would not be constructed; thus, the provisions of EO 13112 would not be triggered. 25
- 5.11.4 Executive Memorandum on Environmentally and Economically 26 **Beneficial Landscaping** 27
- Build Alternative: This project is subject to and would comply with the federal Executive 28 29 Memorandum on Environmentally and Economically Beneficial Landscaping, effective April
- 30 26, 1994. The department implements this Executive Memorandum on a programmatic
- basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics 31
- 32 Design Manual. With the exception of reseeding of disturbed areas, landscaping is not
- 33 currently planned for the proposed project. A native and locally-adapted seed mix would be
- 34 used.
- 35

- 1 <u>No Build Alternative</u>: If the No Build Alternative were implemented, the proposed project
- 2 would not be constructed; thus, the provisions of the Executive Memorandum would not be

3 triggered.

#### 4 5.11.5 Impacts to Wildlife

5 Within the urban areas along I-35, native vegetation/natural habitat is minimal and limited to approximately seven acres of the approximately 700-acre project area. As such, wildlife is 6 7 limited to those species adapted to an urban environment. Within the rural areas along the 8 corridor, native vegetation/natural habitat is present and consists generally of live oak/Ashe 9 juniper woodlands, riparian areas, and disturbed prairie, which is desirable habitat for a 10 variety of wildlife. 11 12 Build Alternative: The proposed project would result in vegetation clearing along the existing 13 and proposed ROW and drainage easements. This clearing activity would remove habitat for

wildlife. Adjacent areas are similar in vegetative composition and are in close proximity to
the construction limits which allow wildlife to relocate to nearby parcels. Revegetation would

16 occur within the disturbed areas and clearing of trees and shrubs would be avoided to the

- 17 extent possible.
- 18

19 <u>No Build Alternative</u>: Under the No Build Alternative, the proposed I-35 Capital Express

20 North improvements would not be constructed; thus, there would be no project-related

21 impacts to wildlife.

22 5.11.6 Migratory Bird Protections

The Migratory Bird Treaty Act (MBTA) of 1918 makes it unlawful to kill, capture, collect, possess, buy, sell, trade or transport any migratory bird, nest or egg in part or in whole, without a federal permit issued in accordance with the Act's policies and regulations. No evidence of migratory bird nests was observed during the October 2019, March 2020, or November 2020 field investigations.

28

29 Build Alternative: This project will comply with applicable provisions of the MBTA and Texas 30 Parks and Wildlife Code Title 5, Subtitle B, Chapter 64, Birds. It is the department's policy to avoid removal and destruction of active bird nests except through federal or state approved 31 32 options. In addition, it is the department's policy, where appropriate and practicable, to: 1) use measures to prevent or discourage birds from building nests on man-made structures 33 34 within portions of the project area planned for construction, and 2) schedule construction activities outside the typical nesting season. Migratory birds may arrive in the project area to 35 36 breed during construction of the proposed project. Appropriate measures would be taken to 37 avoid adverse impacts on migratory birds; thus, migratory birds protected under the MBTA

- 1 would not be impacted by the Build Alternative. Specific BMPs implemented to protect
- 2 migratory birds are outlined in **Section 8.0**.
- 3

4 <u>No Build Alternative</u>: Under the No Build Alternative, the proposed I-35 Capital Express

- 5 North improvements would not be constructed; thus, there would be no project-related
- 6 impacts to migratory birds.
- 7 5.11.7 Fish and Wildlife Coordination Act
- 8 The Fish and Wildlife Coordination Act (FWCA) of 1958 requires that federal agencies obtain
- 9 comments from USFWS and TPWD whenever a project involves impounding, diverting, or

10 deepening a stream channel or other body of water. This project is anticipated to require a

- 11 NWP issued by the USACE (see **Section 5.10.1**). Compliance with the FWCA will be
- accomplished by complying with the terms and conditions of the NWP.
- 13 5.11.8 Bald and Golden Eagle Protection Act

Build Alternative: This project is not within 660 feet of an active or inactive Bald or Golden
 Eagle nest. Therefore, no coordination with USFWS is required.

16

17 <u>No Build Alternative</u>: Under the No Build Alternative, the proposed I-35 Capital Express

18 North improvements would not be constructed; thus, there would be no project-related

19 impacts to Bald or Golden Eagles.

- 20 5.11.9 Magnuson-Stevens Fishery Conservation Management Act
- 21 The Essential Fish Habitat (EFH)/Magnuson-Stevens Fishery Conservation and Management
- 22 Act (MSA) does not apply.
- 23 (NOTE: Project area is not located in a coastal area.)
- 24 5.11.10 Marine Mammal Protection Act
- 25 The project area does not contain suitable habitat for marine mammals.
- 26 (NOTE: Project area is not located in a coastal area.)

#### 27 5.11.11 Threatened, Endangered, and Candidate Species

#### 28 Federally Listed Species

- 29 Section 7 of the Endangered Species Act (ESA) requires federally listed threatened,
- 30 endangered, or candidate species and the ecosystems upon which they rely to be conserved
- to the extent possible. An Information for Planning and Consultation (IPaC) report was
- 32 generated for the project area to identify those federally listed species that may occur or

1 have suitable habitat within the project area. The official species list obtained from the 2 USFWS IPaC, dated January 26, 2021, indicates the project area is within the range of 20 3 federally listed threatened, endangered or candidate species, provided the preferred habitat 4 is found in sufficient quality and quantity to attract those species. 5 6 Desktop analysis and field investigations conducted in October 2019, March 2020, and 7 November 2020, indicate that suitable habitat for federally listed threatened, endangered. 8 or candidate species does not occur in the project area. 9 10 Build Alternative: Because there is no suitable habitat for any federally listed threatened, 11 endangered, or candidate species within the project area, a determination of "No Effect" has 12 been made for all federally listed species. The following information is provided to support 13 the No Effect determinations for the federally listed species: 14 **Birds** 15 Golden-cheeked Warbler (Dendroica chrysoparia) - No oak-juniper stands are found within 16 17 or adjacent to the project area. 18 19 Piping Plover (Charadrius melodus) - The list of federally threatened and endangered 20 species indicates that based on the project location within the migratory route, effects to 21 Piping Plover only need be considered for wind energy projects. The project area is outside 22 the breeding and wintering range of this species. Although suitable stopover habitat may be 23 present, the Piping Plover is not expected to regularly occur and any use of this habitat 24 would be incidental. 25 Red Knot (Calidris canutus rufa) - The list of federally threatened and endangered species 26 27 indicates that based on the project location within the migratory route, effects to Red Knot 28 only need be considered for wind energy projects. The project area is outside the breeding 29 and wintering range of this species. Although suitable stopover habitat may be present, the 30 Red Knot is not expected to regularly occur and any use of this habitat would be incidental. 31 32 Whooping Crane (Grus americana) - No open bottomlands of large rivers and marshes, 33 flooded croplands, playas, or small ponds are located within the project area. 34 35 Amphibians Austin Blind Salamander (Eurycea waterlooensis) - Only known from the outlets of Barton 36 37 Springs, which are not in the proposed project area. 38 39 Barton Springs Salamander (Eurycea sosorum) - Only known from the outlets of Barton 40 Springs, which are not in the proposed project area.

| 1        | Georgetown Salamander ( <i>Eurycea naufragia</i> ) - No surface springs associated with any forks  |
|----------|--|
| 2<br>3   | of the San Gabriel River are present within the project area. Additionally, according to a 2014 Geologic Assessment and 2016 field visit, the project area does not contain springs, |
| 4        | sinkholes, or other karst features associated with Georgetown Salamander habitat. No   |
| 5        | critical habitat exists in or adjacent to the project area.  |
| 6        |  |
| 7        | Jollyville Plateau Salamander (Eurycea tonkawae) - Project area is not located near Brushy   |
| 8        | Creek. Additionally, according to a 2014 Geologic Assessment and 2016 field visit, the   |
| 9        | project area does not contain springs, sinkholes, or other karst features associated with  |
| 10       | Jollyville Plateau Salamander habitat. No critical habitat exists in or adjacent to the project  |
| 11       | area.  |
| 12       |  |
| 13       | Salado Salamander (Eurycea chisholmensis) - Neither of the known springs where this  |
| 14       | species occur are located within the vicinity of the project area.   |
| 15       |  |
| 16       | Clams  |
| 17       | Texas Fatmucket ( <i>Lampsilis bracteate</i> ) - Two perennial streams within the project area   |
| 18       | (Walnut Creek and Little Walnut Creek) could provide suitable habitat for this species;  |
| 19<br>20 | however, the species was not identified during a 2015 survey of the project area (Schwalb, 2016)   |
| 20<br>21 | 2016).   |
| 21       | Texas Fawnsfoot (Truncilla macrodon) - Two perennial streams within the project area   |
| 23       | (Walnut Creek and Little Walnut Creek) could provide suitable habitat for this species;  |
| 24       | however, the species was not identified during a 2015 survey of the project area (Schwalb,   |
| 25       | 2016).   |
| 26       |  |
| 27       | Texas Pimpleback (Quadrula petrina) - No medium to large rivers are located within the   |
| 28       | project area.  |
| 29       |  |
| 30       | Insects  |
| 31       | The project area is located within Karst Zone 4, which are areas that do not contain   |
| 32       | endangered cave fauna. Additionally, a 2014 Geologic Assessment and 2016 field visit did   |
| 33       | not locate any karst features within or adjacent to the project area. Therefore, the project   |
| 34       | area does not contain suitable habitat for the Coffin Cave Mold Beetle (Batrisodes texanus),   |
| 35       | Kretschmarr Cave Mold Beetle ( <i>Texamaurops reddelli</i> ), or Tooth Cave Ground Beetle  |
| 36       | (Rhadine Persephone).  |
| 37       |  |
| 38       | Arachnids  |

- 39 The project area is located within Karst Zone 4, which are areas that do not contain
- 40 endangered cave fauna. Additionally, a 2014 Geologic Assessment and 2016 field visit did

1 not locate any karst features within or adjacent to the project area. Therefore, the project 2 area does not contain suitable habitat for the Bee Creek Cave Harvestman (Texella reddelli). 3 Bone Cave Harvestman (Texella revesi), Tooth Cave Pseudoscorpion (Tartarocreagris 4 texana), or Tooth Cave Spider (Neoleptoneta myopica). 5 6 **Flowering Plants** 7 Bracted Twistflower (Streptanthus bracteatus) - No oak-juniper woodlands, steep to moderate slopes and canyon bottoms are located within the project area. 8 9 10 For more detailed information regarding federally listed species, refer to the Species 11 Analysis Form and Species Analysis Table available at the TxDOT Austin District office, and online at https://my35capex.com/. 12 13 No Build Alternative: Under the No Build Alternative, the proposed I-35 Capital Express 14 North Project would not occur; therefore, there would be no project-related effects on any 15 federally listed threatened, endangered, or candidate species. 16 17 State-Listed Species 18 19 TPWD's Rare, Threatened, Endangered Species of Texas (RTEST) list for Travis and Williamson counties, both dated August 25, 2020, were reviewed for the project. Desktop 20 21 analysis and field investigations conducted in October 2019, March 2020, and November 2020 indicate that suitable habitat occurs within project area perennial streams (Walnut 22 23 Creek and Little Walnut Creek) for three state threatened species: false spike (Fusconaia mitchelli), Texas fatmucket, and Texas fawnsfoot. No suitable habitat occurs in the project 24 25 area for any of the other state-listed threatened or endangered species. 26 27 Build Alternative: Suitable habitat occurs within project area perennial streams for the false 28 spike, Texas fatmucket, and Texas fawnsfoot. However, none of these species was identified 29 during a 2015 survey of the project area (Schwalb, 2016). Therefore, no impacts to the species would occur. Because there is no suitable habitat for any other state-listed 30 31 threatened or endangered species within the project area, a determination of "No Impact" 32 has been made for all state-listed species. 33 34 No Build Alternative: Under the No Build Alternative, the proposed I-35 Capital Express North 35 Project would not occur; therefore, there would be no project-related impacts on any statelisted threatened or endangered species. 36 37 38 39 40

#### 1 Species of Greatest Conservation Need

- 2 The TPWD county lists include SGCN, which have no federal or state regulatory status.
- 3 Potentially suitable habitat for 7 SGCN exists within the proposed project area for: cave
- 4 myotis bat (*Myotis velifer*), eastern spotted skunk (*Spilogale putorius*), Mexican free-tailed
- 5 bat (Tadarida brasiliensis), Woodhouse's toad (Anaxyrus woodhousii), Correll's false dragon-
- 6 head (*Physostegia correllii*), tree dodder (*Cuscuta exaltata*), and Texas shiner (*Notropis*
- 7 amabilis).
- 8
- 9 <u>Build Alternative</u>: Native animals or plants designated as a SGCN are generally those that
- 10 are declining or rare and in need of attention to recover or to prevent the need to list under
- 11 state or federal regulation. Lists of SGCN were developed through expert consultation and
- 12 public feedback. Ranks are based on multiple criteria including range extent, known
- 13 occurrences, abundance, and threats. It should be noted that none of these species are
- 14 currently afforded regulatory protection.
- 15
- 16 The above listed species could occur within the project area. BMPs would be implemented
- based on the PA between TxDOT and TPWD and those developed in coordination with TPWD.
- 18 The BMPs are further discussed in **Section 8.0**.
- 19
- 20 <u>No Build Alternative</u>: Under the No Build Alternative, the proposed I-35 Capital Express North
- 21 Project would not occur; therefore, there would be no project-related impacts on SGCN.

#### 22 5.12 Air Quality

- 23 The proposed project is located within Travis County and Williamson County, which are both
- 24 designated as in attainment or unclassified for all National Ambient Air Quality Standards
- 25 (NAAQS). Therefore, the project is not subject to transportation conformity.
- 26
- 27 Controlling air toxic emissions became a national priority with the passage of the Clean Air
- Act Amendments (CAAA) of 1990, whereby Congress mandated that the EPA regulate 188
- air toxics, also known as hazardous air pollutants. The EPA has assessed this expansive list
- 30 in their latest rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal
- Register, Vol. 72, No. 37, page 8430, February 26, 2007), and identified a group of 93
- 32 compounds emitted from mobile sources that are listed in their Integrated Risk Information
- 33 System (IRIS)<sup>2</sup>. In addition, EPA identified nine compounds with significant contributions
- 34 from mobile sources that are among the national and regional-scale cancer risk drivers from

<sup>&</sup>lt;sup>2</sup> The Environmental Protection Agency (EPA) has a program titled the Integrated Risk Information System (IRIS) that characterizes the health hazards of chemicals found in the environment, including MSAT. IRIS has a process (<u>https://www.epa.gov/iris/basic-information-about-integrated-risk-information-system</u>) for developing these assessments, which allows for the for the public and scientific community to submit relevant information for inclusion in them."

- 1 their 2011 National Air Toxics Assessment (NATA)<sup>3</sup>. These are 1,3-butadiene, acetaldehyde,
- 2 acrolein, benzene, diesel particulate matter (DPM), ethylbenzene, formaldehyde,
- 3 naphthalene, and polycyclic organic matter (POM). While FHWA considers these the priority
- 4 mobile source air toxics (MSAT), the list is subject to change and may be adjusted in
- 5 consideration of future EPA rules.
- 6
- 7 <u>Build Alternative</u>: Since the project would add capacity and the design year traffic volume is
- 8 above 140,000 vpd (see Table 5-4), a carbon monoxide (CO) traffic air quality analysis
- 9 (TAQA) and quantitative MSAT analysis was required for the proposed project.
- 10
- 11

|  | A          | ADT              |  |  |
|--|------------|------------------|--|--|
| I-35 Sections: Mainlanes                             | 2025 (ETC) | 2045<br>(Design) |  |  |
| Section 2: S of William Cannon to N of Rundberg      | 232,009    | 289,444          |  |  |
| Section 3: N of Rundberg to N of Howard*             | 195,405    | 256,461          |  |  |
|  | AADT       |                  |  |  |
| I-35 Sections: Frontage Roads                        | 2025 (ETC) | 2045<br>(Design) |  |  |
| Section 7: S of US 290 Ramps to N of US 290<br>Ramps | 56,224     | 68,411           |  |  |
| Section 8: N of US 290 Ramps to N of US 183<br>Ramps | 78,398     | 88,676           |  |  |
| Section 9: N of US 183 Ramps to S of Howard<br>Ramps | 89,055     | 116,543          |  |  |

78,497

102.934

# Table 5-4: Projected AADT

\*North of Howard to the northern project limits.

Ramps

Section 10: S of Howard Ramps to N of Howard\*

AADT - Annual Average Daily Traffic

14

12 13

## 15 **Carbon Monoxide Traffic Air Quality Analysis**

- 16 A CO TAQA analysis was required to assess whether the project would adversely affect local
- air quality by contributing to CO levels that exceed the 1-hour or 8-hour CO NAAQS.
- 18
- 19 CO concentrations for the Build Alternative were modeled for the estimated time of
- 20 completion (ETC) and design years using the CAL3QHC dispersion model. The segments
- 21 modeled in the CO analysis were chosen based on the areas of the project with the highest
- AADT and narrowest ROW. The analysis results for each segment of the project indicate that
- 23 CO concentrations are not expected to exceed the national standard; furthermore, CO
- 24 concentrations are expected to slightly decrease from the ETC to the design year because of

<sup>&</sup>lt;sup>3</sup> See: <u>https://www.epa.gov/national-air-toxics-assessment</u>

- 1 decreasing CO emission rates in the Austin area. Table 5-5 depicts the worst-case 1-hour
- 2 and 8-hour CO concentration for each analyzed segment of the project.
- 3
- 4

Table 5-5: Worst-Case 1-Hour and 8-Hour CO Concentrations by Segment

| Segment   |            | CO PPM<br>35 ppm | 8-Hour CO PPM<br>NAAQS: 9 ppm |               |  |
|-----------|------------|------------------|-------------------------------|---------------|--|
| oegnient  | 2025 (ETC) | 2045(Design)     | 2025 (ETC)                    | 2045 (Design) |  |
| Segment 1 | 1.9        | 1.8              | 1.5                           | 1.4           |  |
| Segment 2 | 1.9        | 1.8              | 1.5                           | 1.4           |  |
| Segment 3 | 1.9        | 1.8              | 1.5                           | 1.4           |  |
| Segment 4 | 1.9        | 1.7              | 1.5                           | 1.4           |  |

5

## 6 Mobile Source Air Toxics Analysis

7 A quantitative MSAT analysis for the nine priority MSAT was conducted for the I-35 Capital

8 Express North Project. The approach used in the analysis considers the on-road sources for

9 the nine priority MSATs in three different scenarios: Base (2018), No Build (2045), and Build

10 (2045). A project links method was used for the analysis. The mainlanes, frontage roads,

and ramps within the project area were represented as links in the analysis, with a distinct

12 traffic volume, length, and speed for each scenario. The vehicle miles traveled (VMT) for

13 each link was multiplied by an emission rate for each of the nine priority MSATs for a total in

- 14 each scenario.
- 15

16 The analysis utilizes the TxDOT Emission Rates Lookup Table (ERLT) for MSAT (TxDOT Air

17 Quality Toolkit, January 2017) for the Austin region, which are based on the MOVES2014

18 model for each of the priority MSATs for the corresponding analysis years and associated

19 roadway link parameters. These parameters include posted speeds for all road types, an

20 urban or rural designation, and roadway classification of restricted or unrestricted. Because

21 the current ERLTs do not extend to the design year of 2045, the rates for the year 2040

22 were used as a surrogate. The use of these rates represents a worst-case analysis since

- 23 emission rates decline over time.
- 24

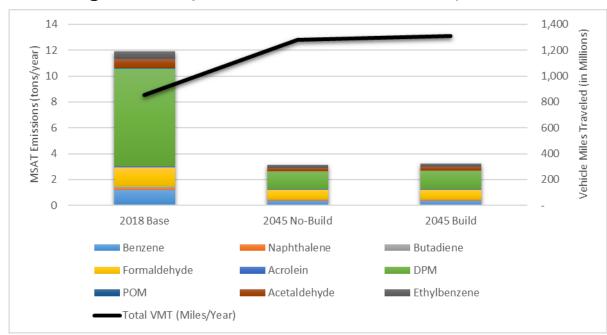
25 The resulting emission inventory for the nine priority MSATs for the project link network is

summarized in **Figure 5-1**. The analysis indicates that a decrease in MSAT emissions can be

expected for both the Build and No Build Alternatives in 2045, compared to the existing year

of 2018. Under the Build Alternative, emissions of total MSAT are predicted to decrease by

29 73 percent from 2018 to 2045, even though VMT is expected to rise by 54 percent.



#### Figure 5-1: Projected MSAT Emissions vs. VMT by Scenario

2 3

1

4 All nine MSAT compounds are expected to decrease from the base scenario in both the

5 Build and No Build scenarios. Of the nine priority MSAT compounds, DPM contributes the

6 most to the emissions total for all scenarios, followed by formaldehyde. In future years, a

7 large reduction in DPM emissions is predicted, with a calculated 81 percent decrease from

- 8 2018 to 2045 in both scenarios.
- 9

10 Though VMT is projected to increase from 2018 to 2045, emissions are expected to

11 decrease during this timeframe because of the offset of significantly better fuel efficiency of

12 vehicles over time. Based on modeling using MOVES2014a, overall MSAT emissions will

13 decline significantly over the next several decades as a result of EPA's vehicle and fuel

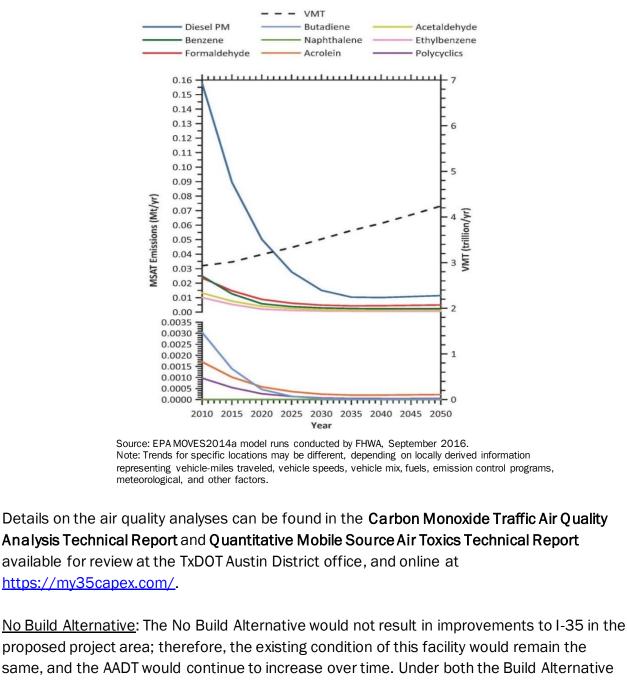
regulations, coupled with fleet turnover, as shown in **Figure 5-2**. This significant decline will

reduce both the background level of MSAT as well as the possibility of even minor MSAT

16 emissions from this project.

17

Figure 5-2: Projected National MSAT Emissions Trends For Vehicles Operating on Roadways (2010–2050)



and the No Build Alternative, the current trend of improving air quality in the region is

- 17 expected to continue at the same pace for both criteria pollutants and MSAT as a result of
- 18 EPA regulations for vehicle engines and fuels.

#### 1 5.13 Hazardous Materials

A Hazardous Materials Initial Site Assessment (ISA) was completed to summarize potential 2 3 hazardous materials within and adjacent to the project corridor. The ISA included a site 4 reconnaissance and environmental regulatory database search for the project area. The ISA 5 was completed to identify sites or facilities that might pose a potential for hazardous 6 materials impacts to the proposed project. 7 Build Alternative: Based on an evaluation of the sites identified in the environmental 8 9 regulatory database search, nine regulatory sites were determined to be a moderate risk to the project and six regulatory sites were determined to be a high risk to the project. The 10 moderate and high environmental risk sites are shown on the **Resource-specific Maps** in 11 12 Appendix F. Below is a summary of the moderate and high risk sites: 13 14 1. TxDOT District 14, 7901 N I-35, Austin (HazMat ID 52). This site is located along the 15 northbound access road of I-35 and lists an in-use petroleum storage tank (PST). A 16 groundwater contamination case (GWCC) is associated with an industrial hazardous waste corrective action (IHWCA) case in 2006 of a release of an unknown amount of 17 18 volatile organic compounds. A leaking petroleum storage tank (LPST) case was 19 documented in 1990 for a large groundwater release of an uncharacterized size and 20 footprint. While no ROW would be required at this site, the site poses a high risk to 21 the project. 2. 7-Eleven 35805, 13641 N I-35, Austin (HazMat ID 55). This is an active PST gas 22 23 station with anticipated ROW acquisition. An LPST case was documented here in 24 1991 with a resolution date of 2003. This LPST was for a minor release with no apparent threats or impacts to receptors. As the tanks noted here would be 25 potentially displaced, this site is a moderate risk to the project. 26 27 3. ERNSTX, 3219 S I-35, Round Rock (HazMat ID 48). Little details are available for this material release. The case details the release of approximately 500 gallons of diesel 28 29 fuel from an aboveground tank. No details on remedial actions are provided. As some 30 ROW acquisition is planned near the site, this site is a moderate risk to the project for encountering lingering contaminants. 31 4. Centex Materials, LP, 16438 N I-35, Austin (HazMat ID 33). This site is a construction 32 33 vehicle storage, staging, and rental facility (as provided in the IHW and ICISNDPES 34 listings) with an in-use PST. The LPST case, dated 1993, is for contamination of the Edwards Aquifer Recharge Zone with resolution date of 1995. While final 35 concurrence has been issued for the site, and there is no ROW acquisition planned 36 for the site, there is still the potential for contamination to be encountered around 37 38 the site within the project area. The site is therefore of high risk to the project.

- 5. Circle K Truck Stop 3286, 15829 I-35, Pflugerville (HazMat ID 88). This site is an
   active gas station with in-use PSTs. ROW acquisition is planned for the site. LPST
   case 1100874, dated 1996 and closed 1999, is for contamination of the Edwards
   Aquifer Recharge Zone and is located immediately adjacent to and at higher
   elevation than the proposed project area. While final concurrence has been issued
   for the site, there is the potential for contamination to be encountered around the
   site. This site is of high risk to the project.
- 6. Wells Branch Cleaners, Inc. & Exxon 620008, 1625 Wells Branch Pkwy, Austin (HazMat ID 66). This is an active gas station with an LPST case, dated 1992 and closed 1994, that lists contamination of the Edwards Aquifer Recharge/Transition zone and is located immediately adjacent to and at a higher elevation than the proposed project area. While final concurrence has been issued for the site, there is the potential for contamination to be encountered around the site. This site is of high risk to the project.
- 7. Austin/Commercial, I-35 & FM 1825, Pflugerville (HazMat ID 4). This closed and 15 abandoned landfill is within the project area and associated with CLI Unpermitted 16 17 Site 1188. No size or depth for the landfill is given, nor a closing date. Contents of the landfill are listed as a general disposal site and may contain underground storage 18 tanks. Because little information is available for the site, the possible boundaries of 19 the site are within the proposed project area, and there are subsurface utilities 20 21 planned for the area, there is a high risk of encountering buried hazardous materials associated with the site during construction. 22
- 8. Hercules Wire Rope & Sling, 12200 N I-35, Austin (HazMat ID 62). This is an inactive
  industrial hazardous waste generator with a notice of violation (NOV) that lists two
  active waste media violations. No details are provided on the specific violations, and
  no remedial actions or releases are documented on-site. Until further research
  determines otherwise, this site is of moderate risk to the project due to ROW
  acquisitions planned near the site.
- 9. SS 6 3668, 11220 N I-35, Austin (HazMat ID 17). This is an inactive gas station with
  an out-of-use PST. The LPST case, dated 2014 and closed 2015, lists contamination
  of groundwater with no apparent impact to receptors. The GWCC is associated with
  the LPST case. Contaminants are listed as gasoline; the volume released is not
  reported. Due to the possibility of lingering contamination in the soil and the
  proximity of the site to the project area and ROW acquisition, this site is of moderate
  risk to the project.
- 10.Exxon 62726 & Exxon SS 62726, 8100 N I-35, Austin (HazMat ID 31). This location
   is an inactive gas station with an LPST case and associated SPILLS case dated and
   closed in 1991. The LPST case lists contamination of groundwater with a large plume
   with potential to move off-site and is located immediately adjacent to and is at a
   higher elevation than the proposed project area. This site is of high risk to the project.

- 11.Gulf Service Station, 7500 N I-35, (HazMat ID 25). This is an inactive gas station with 1 2 an out-of-use PST. The LPST case, associated with a SPILLS case, is dated 1989 and 3 closed 1994. The LPST case details groundwater contamination with an incomplete 4 characterization of the plume. While the site is below grade and resolved, there exists 5 a chance of encountering lingering contaminants from the site given the proximity to 6 the project area and the uncharacterized groundwater plume. This site is therefore a 7 moderate risk to the project. 12.Stop-N-Go Store 379 & Longhorn Market, 704 E Saint Johns Ave, Austin (HazMat ID 8 73). This is an active gas station with an in-use PST. The LPST case at this site, dated 9 10 1986 and closed 1996, lists groundwater contamination of non-public well supply 11 within 0.25 mile of the site and is immediately adjacent to the proposed project area.
- This site is a moderate risk to the project.
  13 13.Exxon Mobil No. 62013 & Speedy Stop 410 & 7-Eleven Store 36618, 7114 N I-35,
  Austin (HazMat ID 74). This is an active gas station with an in-use PST. LPST case ID
- 15 105200, dated 1992 and closed 1996, lists on-site groundwater contamination and 16 the site is immediately adjacent to the proposed project area. While final 17 concurrence has been issued for this site, there is a risk of lingering petroleum
- contaminants associated with this site to be encountered within the project area.
   LPST case ID 118914, dated and closed in 2012, is associated with a GWCC listing
   and is immediately adjacent to the proposed project area. This location is a moderate
   risk to the project.
- 22 14.HEB 476, 500 Canyon Ridge Dr, Austin (HazMat ID 53). This active PST site is within the project area within proposed ROW acquisitions and in an area with planned 23 24 utilities. Both tanks registered on-site are currently in-use with the most recent 25 registration recertification for both tanks occurring in 2019, indicating a capacity of 23,000 in Tank 1 and 12,000 gallons in Tank 2. No records or releases, spills, 26 violations, or remedial actions are recorded for this site. Due to the planned utility 27 28 relocation and ROW acquisition at the site, the underground PST would need to be 29 relocated, increasing the likelihood of releases occurring on-site. This site is therefore a moderate risk to the project. 30
- 15.Undocumented Dump Site, 30.350622 N, 97.694971 W (No assigned Hazmat ID).
   An undocumented dump site with 100+ tires and other debris located within a
   proposed drainage easement was observed during field investigations. Since project
   activities would occur in the area, the site is a moderate risk to the project.
- 35

36 Additional investigations will be conducted on the six high risk hazardous materials sites.

37 The results of those investigations will be added to the Final EA. The proposed project would

38 also include the demolition of buildings and bridge structures. Asbestos-containing materials

39 (ACM) and lead-containing paint (LCP) may be present in the structures. ACM and LCP

40 inspections, notification, and removal, as applicable, would be addressed prior to demolition

- 1 in accordance with regulatory requirements. Detailed information about the hazardous
- 2 materials evaluation conducted for the project can be found in the **Hazardous Materials ISA**
- 3 available for review at the TxDOT Austin District office, and online at
- 4 <u>https://my35capex.com/</u>.
- 5
- 6 <u>No Build Alternative</u>: As construction of the proposed I-35 improvements would not occur,
- 7 there would be no project-related hazardous material impacts associated with the No Build
- 8 Alternative.

# 9 5.14 Traffic Noise

A traffic noise analysis was conducted for the proposed project in accordance with TxDOT's
 (FHWA approved) 2011 Guidelines for Analysis and Abatement of Highway Traffic Noise. The

- 12 **Traffic Noise Technical Report** (2020), which includes details about the analysis, is available
- for public review at the TxDOT Austin District office, and online at <u>https://my35capex.com/</u>.
- 15 <u>Build Alternative</u>: Existing and predicted traffic noise levels were modeled at representative
- 16 land use activity areas (receptors) adjacent to the project that might be impacted by traffic
- 17 noise and would potentially benefit from feasible and reasonable noise abatement.
- 18
- 19 Modeled noise-sensitive locations were primarily residential, hotels, and restaurants, but
- 20 also included schools, places of worship, public/non-profit institutional facilities, medical
- 21 facilities, day cares, funeral homes, and cemeteries. The traffic noise analysis determined
- that out of 89 representative receptors, 51 were predicted to have noise levels that
- approach or exceed the FHWA noise abatement criteria or that substantially exceed the
- existing noise levels; therefore, the proposed project would result in traffic noise impacts
- 25 (see Appendix F).
- 26
- 27 Noise abatement measures were considered and analyzed for each impacted receptor
- location. Abatement measures, typically noise barriers, must provide a minimum noise
- reduction, or benefit, at or above the threshold of 5 dB(A). A barrier is not acoustically
- 30 feasible unless it reduces noise levels by at least 5 dB(A) at greater than 50 percent of first-
- row impacted receptors. To be reasonable, the barrier must not exceed the cost
- reasonableness allowance of \$25,000 per benefited receptor and must meet the noise
- reduction design goal of 7 dB(A) for at least one receptor.
- 34
- 35 Seven noise barriers were found to be both reasonable and feasible and are recommended
- for incorporation into the proposed project (see **Table 5-6**). Noise barriers were not
- 37 reasonable and feasible for the remaining impacted representative receivers, and

- 1 abatement is not proposed for those locations. Additional details regarding the barrier
- 2 analysis can be found in the **Traffic Noise Technical Report** (2020).
- 3
- 4 A noise barrier is proposed for the following locations (see **Appendix F**):
- 5

6 Lantower Ambrosio Apartment Complex (R15): This receiver represents the Lantower 7 Ambrosio Apartment complex located on the east side of I-35 south of Wells Branch 8 Parkway. The representative receiver was placed on the outdoor porch of a first-row 9 apartment building and additional receivers were placed on other first, second, and third 10 story balconies for purposes of the barrier analysis. Based on preliminary calculations, a 11 barrier 510 feet in length and 16 feet in height would reduce noise levels by at least five dB(A) for 10 of the 15 impacted, first-row receivers and reduce the noise level at one or 12 13 more receivers by at least seven dB(A). The total cost of the barrier is \$146,880 and a total of 18 receivers were benefitted, at a cost of \$8,160 per benefitted receiver. 14 15 The Vineyard Apartment Complex (R17): This receiver represents the Vineyard Apartment 16 17 Complex on the east side of I-35 north of The Lakes Boulevard. The representative receiver was placed on the outdoor porch of a first-row apartment building and additional receivers 18 19 were placed on other first, second, and third story balconies for purposes of the barrier analysis. Based on preliminary calculations, a barrier 478 feet in length and 16 feet in 20 21 height would reduce noise levels by at least five dB(A) for 12 of the 18 impacted, first-row 22 receivers and reduce the noise level at one or more receivers by at least seven dB(A). The 23 total cost of the barrier is \$137,664 and a total of 21 receivers were benefitted, at a cost of 24 \$6,555 per benefitted receiver. 25 North Oaks Neighborhood (R42 – R43 and R45 - R46): These receivers represent the North 26 27 Oaks residential neighborhood on the east side of I-35 north of Braker Lane. The 28 representative receivers were placed in residential backyards, and additional first and 29 second-row receivers were included in the barrier analysis. Based on preliminary

30 calculations, a segmented barrier 2,837 feet in length and 20 feet tall would reduce noise

levels by at least five dB(A) for 25 of the 31 impacted, first-row receivers and reduce the

- noise level at one or more receivers by at least seven dB(A). The total cost of the barrier is
- \$1,021,320 and a total of 42 receivers were benefitted, at a cost of \$24,317 per benefitted
   receiver.
- 34 re 35
- 36 Cricket Hollow Apartment Complex (R48): This receiver represents the Cricket Hollow
- Apartment complex located on the east side of I-35 north of Plaza Drive. The representative
- 38 receiver was placed on the porch of a first floor unit and additional receivers were placed on
- 39 other first and second story balconies for purposes of the barrier analysis. Based on
- 40 preliminary calculations, a barrier 205 feet in length and 16 feet in height would reduce

noise levels by at least five dB(A) for seven of the eight impacted, first-row receivers and
reduce the noise level at one or more receivers by at least seven dB(A). The total cost of the
barrier is \$59,040 and a total of ten receivers were benefitted, at a cost of \$5,904 per
benefitted receiver.

5

6 Starburst and Orbit Apartment Complexes (R59 and R60): These receivers represent the 7 adjacent Starburst Apartment complex and Orbit Apartment complex located on the west side of I-35 south of Rundberg Lane. The representative receivers were placed on the 8 9 outdoor porch of the first-row apartment buildings and additional receivers were placed on 10 other first, second, and third story balconies for purposes of the barrier analyses. Though 11 these apartments are on separate parcels, they were analyzed both together and separately for noise abatement. Because a wall would not be feasible for R59 in a standalone analysis, 12 13 a combined barrier analysis is proposed for maximum abatement. Based on preliminary calculations, a segmented barrier totaling 912 feet in length and 20 feet in height would 14 reduce noise levels by at least five dB(A) for 31 of the 52 impacted, first-row receivers and 15 reduce the noise level at one or more receivers by at least seven dB(A). The total cost of the 16 17 barrier is \$328,320 and a total of 59 receivers were benefitted, at a cost of \$5,565 per 18 benefitted receiver.

19

20 Woodland Heights Apartment Complex (R67): This receiver represents the Woodland 21 Heights Apartment complex located on the west side of I-35 north of Powell Lane. The 22 representative receiver was placed on the porch of a first floor unit and additional receivers were placed on other first and second story balconies for purposes of the barrier analysis. 23 24 Based on preliminary calculations, a barrier 453 feet in length and 14 feet in height would reduce noise levels by at least five dB(A) for 23 of the 38 impacted, first-row receivers and 25 reduce the noise level at one or more receivers by at least seven dB(A). The total cost of the 26 barrier is \$114,156 and a total of 23 receivers were benefitted, at a cost of \$4,963 per 27 28 benefitted receiver.

29

Towne Oaks 1 Apartment Complex (R73): This receiver represents the Towne Oaks 1 30 Apartment complex located on the west side of I-35 north of US 183. The representative 31 32 receiver was placed at the community pool and additional receivers were placed on other first story porches for purposes of the barrier analysis. Based on preliminary calculations, a 33 34 segmented barrier totaling 257 feet in length and 10 feet in height would reduce noise 35 levels by at least five dB(A) for two of the three impacted, first-row receivers and reduce the noise level at one or more receivers by at least seven dB(A). The total cost of the barrier is 36 \$46,260 and a total of two receivers were benefitted, at a cost of \$23,130 per benefitted 37 38 receiver. 39

1

|  |                                |                                    | •                | •                | 2 /         |                                    |
|--|--------------------------------|------------------------------------|------------------|------------------|-------------|------------------------------------|
| Traffic Noise Barrier                      | Representative<br>Receiver (s) | Total #<br>Benefitted<br>Receivers | Height<br>(feet) | Length<br>(feet) | Total Cost  | Cost per<br>Benefitted<br>Receiver |
| Lantower Ambrosio<br>Apartment Complex     | R15                            | 18                                 | 16               | 510              | \$146,880   | \$8,160                            |
| The Vineyard Apartment<br>Complex          | R17                            | 21                                 | 16               | 478              | \$137,664   | \$6,555                            |
| North Oaks<br>Neighborhood                 | R42-43,<br>R45-R46             | 42                                 | 20               | 2,837            | \$1,021,320 | \$24,317                           |
| Cricket Hollow<br>Apartment Complex        | R48                            | 10                                 | 16               | 205              | \$59,040    | \$5,904                            |
| Starburst and Orbit<br>Apartment Complexes | R59, R60                       | 59                                 | 20               | 912              | \$328,320   | \$5,565                            |
| Woodland Heights<br>Apartment Complex      | R67                            | 23                                 | 14               | 453              | \$114,156   | \$4,963                            |
| Towne Oaks 1<br>Apartment Complex          | R73                            | 2                                  | 10               | 257              | \$46,260    | \$23,130                           |

Table 5-6: Noise Barrier Proposal (preliminary)

2

3 Any subsequent project design changes may require a reevaluation of this preliminary noise

4 barrier proposal. The final decision to construct the proposed noise barriers will not be made

5 until completion of the project design, utility evaluation, and polling of all benefited and

6 adjacent property owners and residents.

7

8 To avoid noise impacts that may result from future development of properties adjacent to

9 the proposed project, local officials responsible for land use control programs must ensure,

10 to the maximum extent possible, that no new activities are planned or constructed along or

11 within the following predicted (2038) noise impact contours (see **Table 5-7**).

12

13

1

|   | Distance from ROW              |                            |  |  |
|---|--------------------------------|----------------------------|--|--|
| Location  | NAC Category B & C<br>66 dB(A) | NAC Category E<br>71 dB(A) |  |  |
| I-35 (east side) – 280 feet south of Picadilly Dr   | >440 feet*                     | 240 feet                   |  |  |
| I-35 (west side) – 275 feet north of Fleischer Dr   | >180 feet*                     | 180 feet                   |  |  |
| I-35 (east side) – 900 feet south of Ridge Blvd     | 540 feet                       | 260 feet                   |  |  |
| I-35 (east side) – 135 feet south of Bowery Trl     | >300 feet                      | 220 feet                   |  |  |
| I-35 (east side) – 200 feet south of Ruby Dr        | >200 feet*                     | 120 feet                   |  |  |
| I-35 (west side) – 135 feet south of Starburst Apts | >300 feet                      | 120 feet                   |  |  |
| I-35 (east side) – 65 feet south of Hermitage Dr    | >220 feet*                     | 160 feet                   |  |  |

# Table 5-7: Traffic Noise Contours [dB(A) Leq]

2 \*Beyond the extent of the undeveloped parcel boundary

3 A copy of this traffic noise analysis will be available to local officials to assist in future land

4 use planning. On the date of approval of this document (Date of Public Knowledge), FHWA

5 and TxDOT are no longer responsible for providing noise abatement for new development

6 adjacent to the project.

7

8 <u>No Build Alternative</u>: Under the No Build Alternative, the proposed project would not be

9 constructed. If the No Build Alternative were implemented, traffic noise levels would be

10 expected to increase with an associated future increase in traffic volumes.

## 11 5.15 Induced Growth

12 The Council on Environmental Quality (CEQ) defines indirect effects as those ". . . caused by 13 an action and occur later in time or farther removed in distance but are still reasonably

14 foreseeable. Indirect effects may include growth-inducing effects and other effects related to

induced changes in the pattern of land use, population density or growth rate, and related

16 effects on air and water, and other natural systems, including ecosystems" (40 CFR

- 17 §1508.8).
- 18
- 19 <u>Build Alternative</u>: An analysis of indirect impacts was conducted that followed the processes
- 20 outlined in TxDOT's Indirect Impacts Analysis Guidance. The Area of Influence (AOI) for the
- 21 proposed project encompasses the entire Build Alternative and adjacent areas where
- 22 development or accelerated rates of development could potentially occur. The AOI for the
- proposed project encompasses approximately 383 square miles (245,114.4 acres) in Travis
- 24 and Williamson counties, and intersects six municipalities (Austin, Cedar Park, Georgetown,

- Leander, Pflugerville, and Round Rock), and one Census Designated Place (Wells Branch
   MUD).
- 2 3
- 4 Based on the analysis of existing and future land use, historic and projected population, and
- 5 access, it is anticipated that the proposed project would not induce development or increase
- 6 the rate or intensity of development in the AOI. Roughly 39 percent of the AOI is
- 7 developable, and it is anticipated that future development would be driven primarily by
- 8 increased population growth and other planned development in the region and not the
- 9 proposed I-35 Capital Express North improvements. Further, none of the questionnaire
- 10 respondents thought that the proposed project would induce development in their
- 11 jurisdictions. However, the Round Rock respondent did believe that other commercial and
- 12 mixed-use projects in the area would further induce development.
- 13
- 14 Water quality in the study area is not expected to detrimentally be affected or cause further
- 15 impairment to Walnut Creek or Gilleland Creek from project construction or highway usage.
- 16 Additionally, implementation of BMPs would mitigate potential off-site water quality impacts.
- As a result, no encroachment-alteration effects or substantial indirect impacts to water
- 18 resources are anticipated to occur from the project. Implementation of the project would not
- 19 indirectly affect vegetation, as the majority of the corridor is developed. Additionally,
- 20 construction impacts to vegetation outside of existing and proposed ROW are not
- 21 anticipated. As a result, no encroachment-alteration effects or substantial indirect impacts
- 22 are anticipated to occur from the project.
- 23

The **Indirect Effects Technical Report** provides a detailed discussion of the indirect effects analysis and is available for review at the TxDOT Austin District office, and online at <u>https://my35capex.com/</u>.

- 27
- 28 <u>No Build Alternative</u>: As construction of the proposed I-35 Capital Express North
- 29 improvements would not occur, there would be no project-induced growth under the No
- 30 Build Alternative.

#### 31 5.16 Cumulative Impacts

The CEQ defines cumulative impacts as those which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time (40 CFR §1508.7).

37

- <u>Build Alternative</u>: A Risk Assessment for Cumulative Impacts was conducted and concluded
   that a cumulative impacts analysis is not required for the proposed project. The following
   provides justification for this determination:
- 4
- The proposed project was determined to have no substantial direct or indirect
  impacts on any resource.
- 7 Impacts to waters of the U.S., a resource in poor and declining health, would occur. 8 However, because those impacts would not exceed specified limits of the USACE NWPs, the project would proceed under a non-reporting NWP 14 without the need for 9 mitigation (see Section 5.10.1). Additionally, water quality would be protected by 10 11 meeting the general conditions and Section 401 Certification requirements for NWP 14. The SW3P implemented for the project would include at least one BMP for 12 erosion control, sediment control, and post-construction TSS control from the Tier 1 13 14 401 Water Quality Certification Conditions for NWPs as published by the TCEQ.
- No other impacts to resources in poor and declining health would occur as a result of
   the proposed project.
- 17

The **Cumulative Impacts Risk Assessment** is available for review at the TxDOT Austin District office, and online at <u>https://my35capex.com/</u>.

20

21 <u>No Build Alternative</u>: As construction of the proposed I-35 Capital Express North

improvements would not occur, there would be no cumulative impacts under the No BuildAlternative.

24 5.17 Construction Phase Impacts

25 Construction-phase impacts are temporary (short-term; only occurring during actual

construction) and potentially encompass a range of issues.

#### 27 Construction Noise

28 <u>Build Alternative</u>: Noise associated with the construction of the proposed project is difficult

29 to predict. Heavy machinery, the major source of noise in construction, is constantly moving

- 30 in unpredictable patterns. However, construction normally occurs during daylight hours
- 31 when occasional loud noises are more tolerable. None of the receptors are expected to be
- 32 exposed to construction noise for a long duration; therefore, any extended disruption of
- 33 normal activities is not expected. Provisions would be included in the plans and
- 34 specifications that require the contractor to make every reasonable effort to minimize
- 35 construction noise through abatement measures such as work-hour controls and proper
- 36 maintenance of muffler systems.

#### 1 Fugitive Dust and Air Pollution

- 2 <u>Build Alternative</u>: During the construction phase of this project, temporary increases in
- 3 particulate matter (PM) and MSAT emissions may occur from construction activities. The
- 4 primary construction-related emissions of PM are fugitive dust from site preparation, and the
- 5 primary construction related emissions of MSAT are DPM from diesel powered construction
- 6 equipment and vehicles. The potential impacts of PM emissions would be minimized by
- 7 using fugitive dust control measures contained in standard specifications, as appropriate.
- 8 The Texas Emissions Reduction Plan (TERP) provides financial incentives to reduce
- 9 emissions from vehicles and equipment. TxDOT encourages construction contractors to use
   10 this and other local and federal incentive programs to the fullest extent possible to minimize
- 11 diesel emissions.
- 12

28

- 13 Considering the temporary and transient nature of construction-related emissions, the use
- of fugitive dust control measures, the encouragement of the use of TERP, and compliance
- 15 with applicable regulatory requirements; it is not anticipated that emissions from
- 16 construction of this project would have any substantial impact on air quality in the area.

#### 17 Light Pollution

- 18 <u>Build Alternative</u>: Construction normally occurs during daylight hours; however, construction
- 19 could occur during the night-time hours to minimize impacts to the traveling public during
- 20 the daylight hours. Due to the close proximity of businesses and residents to the project, if
- 21 construction were to occur during the night-time hours, it would be of short duration.
- 22 Construction during the night-time hours would follow any local policies and ordinances
- 23 established for construction activities, such as light limitations.

## 24 Vibration Impacts

- Build Alternative: Construction activities would be limited to the proposed project footprint.
   Vibration from construction equipment would be of short duration; however, excessive
   wibration from construction is not entipiented
- 27 vibration from construction is not anticipated.

# Temporary Lane, Road or Bridge Closures

29 Build Alternative: During the construction phase, traffic would follow the existing traffic 30 patterns. Traffic control plans would be prepared and implemented in coordination with the 31 cities and counties. Construction that would require cross street closures would be scheduled so only one crossing in an area is affected at one time. Where detours are 32 33 required, clear and visible signage for an alternative route would be displayed. Access to 34 businesses and residences would be maintained at all times and no detours are anticipated. 35 However, in the event that road closures or detours are required, county and local public 36 safety officials would be notified of the proposed road closures or detours. Detour timing 37 and necessary rerouting of emergency vehicles would be coordinated with the proper local 38 agencies. Motorists would be inconvenienced during construction of the project due to lane

- 1 and cross-street closures; however, these closures would be of short duration and alternate
- 2 routes would be provided.
- 3
- 4 Residents and businesses in the immediate construction area would be notified in advance
- 5 of proposed construction activity using a variety of techniques, including signage, electronic
- 6 media, community newspapers, and other techniques. The proposed project would not
- 7 restrict access to any existing public or community services, businesses, commercial areas,
- 8 or employment centers.

#### 9 Construction-Phase Water Quality Impacts

- 10 Build Alternative: A NWP 14 would be used for impacts to jurisdictional waters in the project area. During the construction phase, appropriate measures would be taken to maintain 11 12 normal downstream flows to the maximum extent practicable. Construction activities would 13 require compliance with the State of Texas Water Quality Certification Program. The 401 Certification requirements would be met by implementing BMPs from the TCEQ 401 Water 14 15 Quality Certification Conditions for NWPs. Construction equipment, spoil material, supplies, forms, and buildings shall not be placed or stored in the floodway during construction 16 17 activities. Any item that may be transported by flood flows shall not be stored within the 18 floodway. Any work within jurisdictional areas would be coordinated with USACE and 19 permitted, as necessary.
- 20

#### Construction-Phase Biological Impacts

Build Alternative: Temporary impacts to natural resources due to construction could result 21 from the implementation of the proposed project. These include disturbances to wildlife and 22 vegetative communities. Implementation of the Build Alternative would involve the removal 23 24 of grasses, shrubs and trees during the construction phase, affecting the natural, erosioninhibiting ground cover and resulting in the loss of habitat for both resident and migratory 25 species. Disturbed areas would be restored, reseeded and re-contoured as necessary 26 according to TxDOT specifications, making these effects largely temporary. 27 28 No Build Alternative: Under the No Build Alternative, construction would not occur and 29 30 would not result in noise, dust or light pollution; impacts associated with physical

- 31 construction activity, temporary lane or road closures; or other traffic disruptions associated
- 32 with construction.
- 33

# 1 6.0 AGENCY COORDINATION

This section identifies all coordination with agencies outside TxDOT that are required to be
conducted for the Build Alternative. The list below identifies the agencies requiring
coordination and the status of efforts to coordinate the proposed project.

- 5
- SHPO (see Section 5.8): archeological and historic resource investigations were
   conducted and results coordinated with TxDOT-ENV. See Appendix G for archeological
   clearance, dated March 9, 2021, and historic, non-archeological clearance, dated
   January 12, 2021. Individual project coordination with SHPO was not required for
   archeological or historic resources.
- Coordination with federally-recognized Native American tribes was conducted. A tribal review of the project resulted in the determination that no sites of concern would be affected. The coordination response letter, dated February 23, 2021, is included in Appendix G.
- FEMA (see Section 5.10): the proposed project includes work within a FEMA
   designated 100-year floodplain; therefore, coordination with the local floodplain
   administrator would be required.
- TPWD (see Section 5.11): early coordination with TPWD regarding potential effects to
   natural resources is on-going.
- TCEQ: per the TxDOT-TCEQ MOU, TCEQ will be afforded the opportunity to review and
   comment on the Draft EA. TxDOT will provide TCEQ with a Notice of Availability (NOA)
   notifying them that the environmental documents are available for review.
- 23

# 1 7.0 PUBLIC INVOLVEMENT

#### 2 Stakeholder Meetings

- 3 Stakeholder meetings were held in association with the proposed project. The project team 4 held regular meetings with the City of Austin throughout the schematic development phase 5 of the project. A series of meetings with property owners affected by ROW acquisition will be 6 held in winter 2021. The purpose of these meetings is to provide information on the 7 proposed project, gather feedback on the schematic design, and discuss project updates 8 with stakeholders within the project corridor. 9 10 Public Meeting Three public meetings were held for this project. The purpose of the public meetings was to 11 12 share project information and updates and collect public input on the project. Maps. drawings and project information were on display and representatives from TxDOT and 13 14 project consultants were available to answer questions about the proposed project 15 improvements.
- 16
- 17 The first public meeting was held on August 22, 2016. The meeting was held in an open
- 18 house format with no formal presentation at Cedar Ridge High School, located at 2801
- 19 Gattis School Road, Round Rock, Texas 78664. A total of 60 comments were received within
- the 15-day comment period that ended on September 5, 2016. At the time this meeting was
- 21 held, the project included the construction of tolled express lanes. The majority of the
- 22 comments submitted were regarding anti-tolling. Other comments were regarding better
- connections to cross streets, including direct connectors at SH 45N, and the use of SH 130
- 24 instead of I-35 for large trucks.
- 25
- 26 The second public meeting was held on February 2, 2017. The meeting was held in an open
- house format with no formal presentation at Cedar Ridge High School, located at 2801
- 28 Gattis School Road, Round Rock, Texas 78664. A total of 38 comments were received within
- the 15-day comment period that ended on February 16, 2017. The project still included
   proposed tolled express lanes at the time this meeting was held. Therefore, many of the
- proposed tolled express lanes at the time this meeting was held. Therefore, many of the
   same comment themes from the first public meeting were present during this public
- meeting, including anti-tolling, direct connectors at SH 45N, and the use of SH 130 for large
- 33 trucks. Additional comments requested improved bicycle and pedestrian accommodations in
- 34 the project area.
- 35
- 36 The third public meeting was held on October 24, 2019. The meeting was held in an open
- house format with no formal presentation at John B. Connally High School, located at 13212
- N. Lamar Boulevard, Austin, Texas 78753. A total of 184 comments were received within
- the 15-day comment period that ended on November 8, 2019. Following the second public

- 1 meeting, the project changed from tolled express lanes to non-tolled HOV managed lanes.
- 2 The majority of the comments submitted were in support of changing the project to variable
- 3 priced express lanes to ease congestion. Other comments were regarding HOV lanes, transit
- 4 accommodations, bicycle and pedestrian safety, noise, and speed limits.
- 5

#### 6 Public Hearing

- 7 A public hearing for the proposed project is planned following approval of this draft EA. The
- 8 NOA of the Draft EA will be published in both English and Spanish in various newspapers

9 that serve the project area and will also be available online at www.txdot.gov and

- 10 <u>https://my35capex.com/</u>.
- 11
- 12 A notice of impending construction would be provided to owners of adjoining property and
- 13 affected local governments and public officials. The notice may be provided via a sign or
- signs posted in the ROW, mailed notice, printed notice distributed by hand, or notice via
- 15 website when the recipient has previously been informed of the relevant website address.
- 16 This notice would be provided after the environmental decision (i.e., FONSI), but before
- 17 earthmoving or other activities requiring the use of heavy equipment begin.

# 8.0 POST-ENVIRONMENTAL CLEARANCE ACTIVITIES AND DESIGN/CONSTRUCTION COMMITMENTS

- 3 8.1 Post-Environmental Clearance Activities
- 4 Activities to be completed after environmental clearance are listed and discussed as follows: 5 6 1. Noise: Traffic noise barriers are proposed to abate traffic noise. In accordance with 7 TxDOT Guidelines for Analysis and Abatement of Roadway Traffic Noise, polling of 8 adjacent property owners will take place to determine whether or not property 9 owners desire the noise barriers. Additionally, traffic noise workshops will be held to provide information on the proposed noise barriers to adjacent property owners. The 10 traffic noise workshops would be held after the FONSI. Provisions will be included in 11 12 the plans and specifications that require the contractor to make every reasonable 13 effort to minimize construction noise through abatement measures such as workhour controls and proper maintenance of muffler systems. 14 15 2. Utilities: Utility relocations would be required throughout the corridor. Utility 16 agreements and notice to owners would be required for this project prior to 17 construction. 3. Section 404: The proposed project would require a NWP 14 without a PCN. The 18 19 proposed project would comply with all general conditions of the NWP. 20 4. Section 401: The Section 401 Certification requirements for NWP 14 would be met by implementing a SW3P. The SW3P would include at least one BMP for erosion 21 22 control, sediment control, and post-construction TSS control from the Tier 1 401 23 Water Quality Certification Conditions for NWPs as published by the TCEQ. 5. Section 402: Project contractor will comply with the CGP, SW3P, and complete the 24 25 appropriate authorization documents. 6. Wetlands: Minimize impacts to wetlands during construction by keeping the 26 27 construction footprint as small as possible while enabling construction that meets all 28 requirements for the proposed project's implementation. Current design does not include wetland impacts. BMPs would be implemented during construction as 29 30 appropriate. 31 7. Floodplains: Notification and coordination with the local floodplain administrator is required because the project is within the 100-year floodplain. This coordination will 32 33 be completed prior to the start of construction. 8. Invasive Species: Preserve native vegetation to the extent practical. The contractor 34 must adhere to Construction Specification Requirements Specs 162, 164, 192, 193, 35 506, 730, 751, & 752 in order to comply with requirements for invasive species, 36 37 beneficial landscaping, and tree/brush removal commitments.

| 1<br>2<br>2 | 9. Migratory Birds: Before construction, use measures to prevent or discourage birds from building nests on man-made structures within portions of the project area |
|-------------|---|
| 3<br>4      | planned for construction and, schedule construction activities outside the typical nesting season to the extent practicable.  |
| 5           | 10.Threatened, Endangered, and Candidate Species: The proposed project would not  |
| 6           | affect any federally listed species and would not impact any state-listed species. The  |
| 7           | project may impact SGCNs. To mitigate the potential impacts to SGCNs, the following   |
| 8           | BMPs would be implemented, per the 2013 MOU (2017 Revision):  |
| 9           |   |
| 10          | For migratory birds, the following Bird BMPs and MBTA guidelines, as present as a   |
| 11          | Special Note on the PS&E Environmental Permits, Issues, and Commitments (EPIC)  |
| 12          | sheet, would be implemented:  |
| 13          | <ul> <li>Prior to construction, perform daytime surveys for nests including under</li> </ul>  |
| 14          | bridges and in culverts to determine if they are active before removal. Nests   |
| 15          | that are active should not be disturbed.  |
| 16          | • Do not disturb, destroy, or remove active nests, including ground nesting birds,  |
| 17          | during the nesting season;  |
| 18          | <ul> <li>Avoid removal of unoccupied, inactive nests, as practicable;</li> </ul>  |
| 19          | <ul> <li>Prevent the establishment of active nests during the nesting season in TxDOT</li> </ul>  |
| 20          | owned and operated facilities and structures proposed for replacement or  |
| 21          | repair;   |
| 22          | • Do not collect, capture, relocate, or transport birds, eggs, young, or active   |
| 23          | nests without a permit.   |
| 24          | <ul> <li>In the event that migratory birds are encountered on-site during project</li> </ul>  |
| 25          | construction, TxDOT will take all appropriate actions to prevent the take of  |
| 26          | migratory birds, their active nests, eggs, or young by the use of proper phasing  |
| 27          | of the project or other appropriate actions to include:   |
| 28          | <ul> <li>No active migratory bird nests (nests containing eggs and/or young) will</li> </ul>  |
| 29          | be removed or destroyed at any time of the year.  |
| 30          | <ul> <li>No colonial nests (swallows, for example) on or in structures will be<br/>removed until all nests in the colony become inactive</li> </ul>                 |
| 31          | removed until all nests in the colony become inactive.  |
| 32          | <ul> <li>Measures, to the extent practicable, will be used to prevent or</li> <li>discourses migratory birds from building pasts within participa of the</li> </ul> |
| 33<br>34    | discourage migratory birds from building nests within portions of the   |
| 34<br>35    | <ul> <li>project area planned for construction.</li> <li>Inactive nests will be removed from the project area to minimize the</li> </ul>                            |
| 36          | <ul> <li>Inactive nests will be removed from the project area to minimize the<br/>potential for reuse by migratory birds.</li> </ul>                                |
| 30<br>37    | <ul> <li>Construction or demolition activities will be scheduled outside the</li> </ul>   |
| 38          | typical nesting season (February 15 to October 1), and will comply with   |
| 39          | the previously listed prohibitive provisions of the MBTA, which apply   |
| 40          | year-round.   |
| . •         |   |

| 1  | • The MBTA of 1918 states that it is unlawful to kill, capture, collect, possess,                    |
|----|--|
| 2  | buy, sell, trade, or transport any migratory bird, nest, young, feather, or egg in                   |
| 3  | part or in whole, without a Federal permit issued in accordance within the Act's                     |
| 4  | policies and regulations. The contractor would remove all old migratory bird                         |
| 5  | nests from any structure where work would be done from October 1 to                                  |
| 6  | February 15. In addition, the contractor would be prepared to prevent                                |
| 7  | migratory birds from building nest(s) between February 15 and October 1. In                          |
| 8  | the event that migratory birds are encountered on-site during project                                |
| 9  | construction, efforts to avoid adverse impacts on protected birds, active nests,                     |
| 10 | eggs, and/or young would be observed.  |
| 11 | For the Texas shiner, the following Fish/Water Quality BMPs would apply at Little                    |
| 12 | Walnut Creek:  |
| 13 | <ul> <li>Minimize the use of equipment in streams and riparian areas during</li> </ul>               |
| 14 | construction; when possible, equipment access should be from banks, bridge                           |
| 15 | decks, or paved road surfaces.   |
| 16 | When temporary stream crossings are unavoidable, remove stream crossings                             |
| 17 | once they are no longer needed and stabilize banks and soils around the                              |
| 18 | crossings.   |
| 19 | For the Woodhouse's toad, the following Amphibian BMPs would apply:                                  |
| 20 | <ul> <li>Contractors will be advised of potential occurrence in the project area and to</li> </ul>   |
| 21 | avoid harming the species if encountered.  |
| 22 | Minimize impacts to wetland, temporary and permanent open water features,                            |
| 23 | including depressions and riverine habitats.   |
| 24 | <ul> <li>Maintain hydrologic regime and connections between wetlands and other</li> </ul>            |
| 25 | aquatic features.  |
| 26 | <ul> <li>Apply hydromulching and/or hydroseeding in areas for soil stabilization and/pr</li> </ul>   |
| 27 | re-vegetation of disturbed areas where feasible. If hydro mulching and/or                            |
| 28 | hydroseeding area not feasible due to site conditions, using erosion control                         |
| 29 | blankets or mats that contain no netting, or only contain loosely woven natural                      |
| 30 | fiber netting is preferred. Plastic netting should be avoided to the extent                          |
| 31 | practicable.   |
| 32 | <ul> <li>Project specific locations (PSLs) proposed within state-owned ROW should be</li> </ul>      |
| 33 | located in upland away from aquatic features.  |
| 34 | <ul> <li>Avoid or minimize disturbing or removing downed trees, rotting stumps, and</li> </ul>       |
| 35 | leaf litter, which may be refugia for terrestrial amphibians, where feasible.                        |
| 36 | For the Mexican free-tailed bat and cave myotis bat, the following Bat BMPs would be                 |
| 37 | implemented:   |
| 38 | <ul> <li>For activities that have the potential to impact structures, cliffs or caves, or</li> </ul> |
| 39 | trees, a qualified biologist will perform a habitat assessment and occupancy                         |

| 1      | survey of the feature(s) with roost potential as early in the planning process as  |
|--------|--|
| 2      | possible or within one year before project letting.  |
| 3      | <ul> <li>For roosts where occupancy is strongly suspected but unconfirmed during the<br/>initial output, revisit footuum (a) at most four works prior to ache duled</li> </ul>           |
| 4      | initial survey, revisit feature(s) at most four weeks prior to scheduled   |
| 5      | disturbance to confirm absence of bats.  |
| 6<br>7 | <ul> <li>If bats are present or recent signs of occupation (i.e., piles of guano, distinct<br/>musky odor, or staining and rub marks at potential entry points) are observed,</li> </ul> |
| 8      | take appropriate measures to ensure that bats are not harmed, such as  |
| 9      | implementing non-lethal exclusion activities or timing or phasing of   |
| 10     | construction.  |
| 11     | • Exclusion devices can be installed by a qualified individual between September   |
| 12     | 1 and March 31. Exclusion devices should be used for a minimum of seven  |
| 13     | days when minimum nighttime temperatures are above 50 ° F and minimum  |
| 14     | daytime temperatures are above 70°F. Prior to exclusion, ensure that   |
| 15     | alternate roasting habitat is available in the immediate area. If no suitable  |
| 16     | roosting habitat is available, installation of alternate roosts is recommended to  |
| 17     | replace the loss of an occupied roost. If alternate roost sites are not provided,  |
| 18     | bats may seek shelter in other inappropriate sites, such as buildings, in the  |
| 19     | surrounding area.  |
| 20     | <ul> <li>If feature(s) used by bats are removed as a result of construction, replacement</li> </ul>  |
| 21     | structures should incorporate bat-friendly design or artificial roosts should be   |
| 22     | constructed to replace these features, as practicable.   |
| 23     | <ul> <li>In all instances, avoid harm or death to bats. Bats should only be handled as a</li> </ul>  |
| 24     | last resort and after communication with TPWD.   |
| 25     | For the eastern spotted skunk, tree dodder and Correll's false dragonhead,   |
| 26     | contractors will be advised of potential occurrence in the project area and to avoid   |
| 27     | harming the species if encountered.  |
| 28     | 11.Detours: County and local public safety officials would be notified of any road   |
| 29     | closures or detours during construction. Detour timing and necessary rerouting of  |
| 30     | emergency vehicles would be coordinated with the proper local agencies during  |
| 31     | construction.  |
| 32     | 12.Air Quality: Implement fugitive dust control measures contained in standard   |
| 33     | specifications to minimize potential impacts of PM emissions during construction.  |
| 34     | 13.Hazardous Materials: Six sites are considered a high environmental risk and nine  |
| 35     | sites are considered a moderate environmental risk to the project. Additional  |
| 36     | investigations will be conducted on the six high risk hazardous materials sites. The   |
| 37     | results of those investigations will be added to the Final EA. Any unanticipated   |
| 38     | hazardous materials encountered during construction would be handled according to  |
| 39     | the applicable federal, state and local regulations per TxDOT Standard Specification.  |

14.Public Involvement: Before construction, a notice of impending construction will be
 provided to owners of adjoining property and affected local governments and public
 officials.

#### 4 8.2 Design/Construction Commitments

- Archeological Resources: If unanticipated archaeological deposits are encountered
   during construction, work in the immediate area will cease, and TxDOT archaeological
   staff will be contacted to initiate post-review discovery procedures.
- 8 2. Wetlands: The construction contractor would be required to avoid and minimize
   9 unnecessary impacts on wetlands during construction.
- Construction (TPDES): The contractor shall comply with the CGP and SW3P;
   complete, post and submit NOI and NOT to TCEQ and the MS4 operator; and inspect
   the project to ensure compliance with the CGP.
- Drinking Water Systems: If any unknown wells are encountered during construction
   activities, they would need to be properly plugged in accordance with state statutes.
- 5. Hazardous Materials: The contractor would take appropriate measures to prevent,
   minimize, and control the spill of hazardous materials in the construction staging
   area. All construction materials used for the proposed project would be removed as
   soon as the work schedules permit. The contractor would initiate early regulatory
   agency coordination during project development.
- Vegetation: The contractor would avoid and minimize disturbance of vegetation and
   soils. All disturbed areas would be revegetated, according to TxDOT specifications, as
   soon as it becomes practicable. In accordance with EO 13112 on Invasive Species,
   the Executive Memorandum on Beneficial Landscaping, and the 1999 FHWA
   guidance on invasive species, all revegetation would, to the extent practicable, use
   only native species. Furthermore, BMPs would be used to control and prevent the
   spread of invasive species.
- Migratory Birds: The contractor would take all appropriate actions to prevent the take
   of migratory birds, their active nests, eggs or young by the use of proper phasing of
   the project or other appropriate actions. Refer to Section 8.1 for applicable BMPs.
- 8. Air Quality: The TERP provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions.
- Threatened, Endangered, and Candidate Species: If any species on the Travis and
   Williamson counties threatened and endangered species lists is sighted in the
   project area during construction, construction would stop and the contractor would
   notify the TxDOT Area Engineer. Refer to Section 8.1 for applicable BMPs.

# 1 9.0 CONCLUSION

- 2 The Build Alternative, described in **Section 2.2**, satisfies the project purpose and need by
- 3 addressing local plans, reducing congestion, improving mobility and increasing safety within
- 4 the corridor. Because the Build Alternative satisfies the project's purpose and need, it is the
- 5 recommended alternative.
- 6
- 7 Implementation of the proposed project would not result in a significant impact on the
- 8 human or natural environment. Therefore, a FONSI is recommended.

# 1 10.0 REFERENCES

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| 8<br>9               | 2020b. 2021-2024 Transportation Improvement Program. Found at:   |
| 10<br>11             | https://www.campotexas.org/tip/  |
| 12<br>13<br>14       | Capital Metropolitan Transportation Authority (Capital Metro). Bus Routes. 2020. Found at:<br><u>https://www.capmetro.org/docs/default-source/plan-your-trip-docs/destination-schedule-book-docs/system_map.pdf?sfvrsn=eb974f8_6</u>                                   |
| 15<br>16             | City of Austin. Fire and Police Stations. 2020. Found at:  |
| 17                   | data.austintexas.gov   |
| 18<br>19<br>20<br>21 | Federal Emergency Management Agency (FEMA). 2016. FEMA National Flood Hazard Layer. Found at: <a href="https://www.fema.gov/national-flood-hazard-layer-nfhl">https://www.fema.gov/national-flood-hazard-layer-nfhl</a>  |
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| 46<br>47             | <u>https://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits/air-</u><br><u>quality.html</u>   |
| 48                   |  |
| 49<br>50             | Texas Transportation Institute. 2020. Texas' Most Congested Roadways. Found at:<br><u>https://mobility.tamu.edu/texas-most-congested-roadways/</u>   |

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| 51       |  |

# 11.0 NAMES AND QUALIFICATIONS OF PERSONS PREPARING THE EA OR CONDUCTING AN INDEPENDENT EVALUATION OF THE EA

| Name and Title                                       | Years of<br>Experience | Subject  |  |  |  |
|--|------------------------|--|--|--|--|
| Texas Department of Transportation – Austin District |                        |  |  |  |  |
| Sonya Hernandez, Environmental Specialist            | 17                     | Project Coordination,<br>QA/QC                 |  |  |  |
| Shelly Eason, Environmental Specialist               | 23                     | Project Coordination,<br>QA/QC                 |  |  |  |
| Texas Department of Transportation – E               | nvironmental Af        | fairs Division                                 |  |  |  |
| Lindsey Kimmitt, Environmental Specialist            | 14                     | Project Coordination,<br>QA/QC                 |  |  |  |
| Carlos Swonke, Director                              | 32                     | Document Approver                              |  |  |  |
| AECOM  |                        |  |  |  |  |
| Ryan Ingram, Environmental Planner                   | 14                     | Project Coordination,<br>QA/QC                 |  |  |  |
| Jacobs   |                        |  |  |  |  |
| Andrew Cooper, Environmental Planner                 | 28                     | Project Coordination,<br>QA/QC                 |  |  |  |
| Tricia Bruck-Hoyt, Environmental Planner             | 18                     | Project Coordination,<br>QA/QC                 |  |  |  |
| CP&Y, Inc.   |                        |  |  |  |  |
| Anthony Serda, Project Manager                       | 15                     | QA/QC  |  |  |  |
| Darren Dodson, Environmental Planner                 | 21                     | Document Preparation,<br>QA/QC                 |  |  |  |
| Victoria Raines, Architectural Historian             | 15                     | Historic Properties                            |  |  |  |
| Leigh Raderschadt, Environmental Planner             | 9                      | Land Use, Community<br>Impacts, Induced Growth |  |  |  |
| Angela Gillmeister, GIS Analyst                      | 9                      | Traffic Noise                                  |  |  |  |
| Joshua Geyer, Environmental Planner                  | 9                      | Cumulative Impacts                             |  |  |  |
| Chelsea Miller, Environmental Specialist             | 3                      | Hazardous Materials                            |  |  |  |
| Melissa Cross, Biologist                             | 5                      | Water Resources,<br>Biological Resources       |  |  |  |
| John McGlone, GIS Analyst                            | 3                      | Air Quality                                    |  |  |  |
| Michelle Neeley, Public Involvement Specialist       | 4                      | Public Involvement                             |  |  |  |
| Jeffrey Rivas, Environmental Planner                 | 1                      | Community Impacts                              |  |  |  |
| SWCA Environmental C                                 | Consultants            |  |  |  |  |
| Christina Nielsen, Project Archeologist              | 17                     | Archeology                                     |  |  |  |
| RJ Rivera Associat                                   | es, Inc.               |  |  |  |  |
| Celeste Quinones, Public Involvement Specialist      | 9                      | Public Involvement                             |  |  |  |

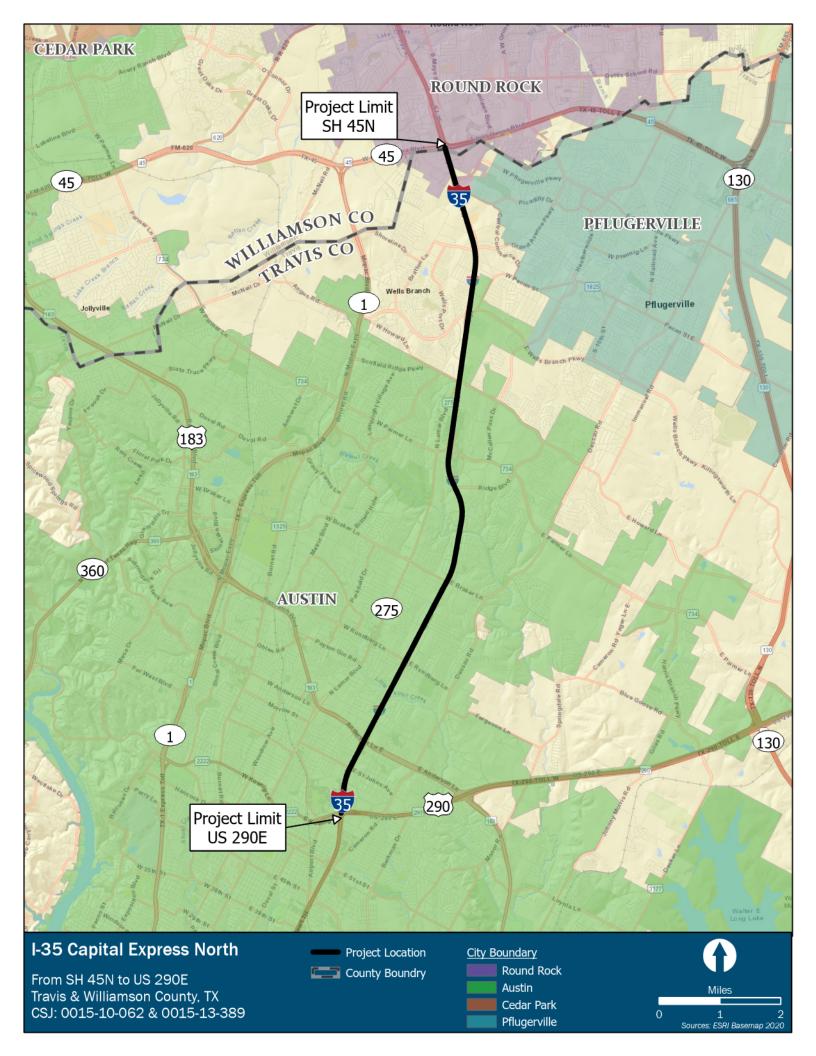
# **12.0 APPENDICES**

# I-35 Capital Express North Project From SH 45N to US 290E Travis and Williamson Counties, Texas CSJs: 0015-10-062 & 0015-13-389

| Appendix | Description                                    | Number<br>of Pages |
|----------|--|--------------------|
| А        | Project Location Map                           | 1                  |
| В        | Project Photos                                 | 10                 |
| С        | Schematics                                     | 6                  |
| D        | Typical Sections                               | 1                  |
| E        | Plan and Program Excerpts                      | 5                  |
| F        | Resource-specific Maps                         | 13                 |
| G        | Resource Agency Coordination                   | 8                  |
| Н        | Comment/Response Matrices from Public Meetings | 86                 |

# **Draft Environmental Assessment**

# APPENDIX A PROJECT LOCATION MAP



APPENDIX B PROJECT PHOTOS



**Photo 1:** Looking southeast at the northern project limits at the I-35/SH 45N interchange.



**Photo 2**: Looking north along I-35 at typical roadway view from Scarborough Drive.



**Photo 3**: Looking northwest at GTO Auto Wheels (TCAD Parcel ID 246690), one of three businesses on the same parcel that would be displaced by the project.



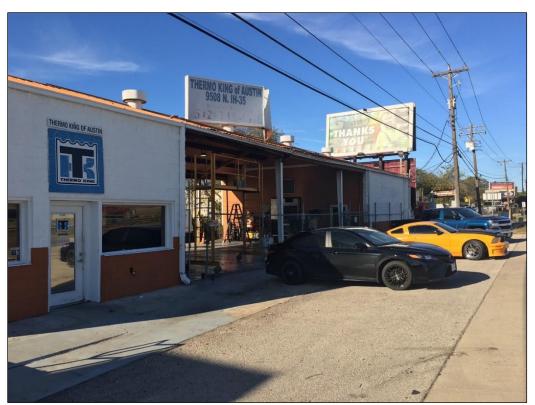
**Photo 4**: Looking southwest at (unnamed) auto offices located at 9602 North I-35 (TCAD Parcel ID 246690). This building is on the same parcel as GTO Auto Wheels and would be displaced by the project.



**Photo 5**: Looking west at Pickup Heaven, which is on the same parcel as GTO Auto Wheels (TCAD Parcel ID 246690). This building would be displaced by the project.



**Photo 6**: Looking northwest at A-1 Tires (TCAD Parcel ID 246691). This building would be displaced by the project.



**Photo 7**: Looking northwest at Thermo King of Austin (TCAD Parcel ID 246692). This building would be displaced by the project.



Photo 8: Cook-Walden Capital Parks Cemetery & Mausoleum located adjacent to the project area.



Photo 9: Cook-Walden Memorial Hill Cemetery located adjacent to the project area.



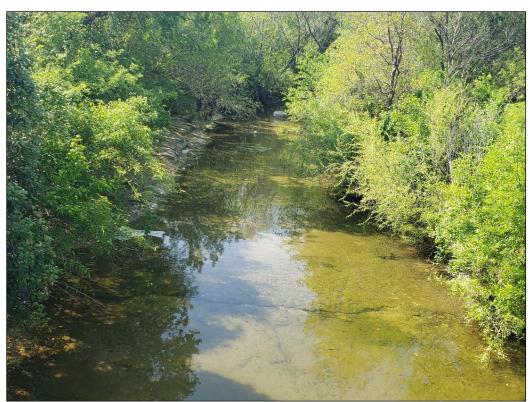
**Photo 10**: View looking west at a forested wetland along Gilleland Creek within an existing easement. This easement was mapped as Urban MOU but was field verified to be Riparian MOU habitat type.



**Photo 11**: View looking east within the project area near Tech Ridge Boulevard. Edwards Plateau, Savannah, Woodland, and Shrubland MOU habitat type are depicted.



**Photo 12**: View looking west at Walnut Creek, the only perennial waterbody within the project area. Riparian Vegetation MOU habitat type was present along this creek.



**Photo 13:** View of Little Walnut Creek, facing west. This creek was mapped and field verified as both Urban and Riparian MOU.



**Photo 14:** View looking south beneath the bridge at Wells Branch Parkway. Bat guano along the ground and staining along the expansion joints are visible. Bats were also observed in the expansion joints.



**Photo 15**: View of Map ID 31, which lists a LPST site with major groundwater contamination. This site is a high risk to the project.



**Photo 16**: View of Map ID 33, Centex Materials LLC. This is a LPST site that poses a high risk to the project.



**Photo 17**: View of Map ID 52, Texas Department of Transportation - Austin District Headquarters, an active GWCC, PST, IHWCA, and LPST site of high risk to the project.



**Photo 18**: View of Map ID 66, Wells Branch Cleaners and Exxon Mobil #62008. This is a LPST, PST, and RCRAGR06 site that poses a high risk to the project.



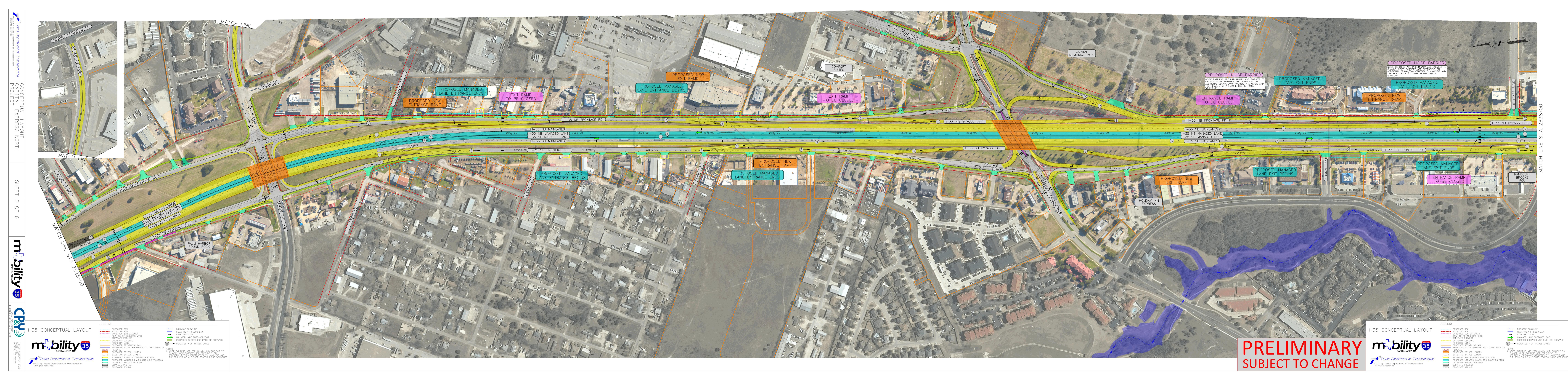
**Photo 19**: View of Map ID 88, which lists an active PST site and LPST site. This location is of high risk to the project.



Photo 20: View facing north at the southern project limits (US 290E) along the I-35 access road.

## APPENDIX C SCHEMATICS

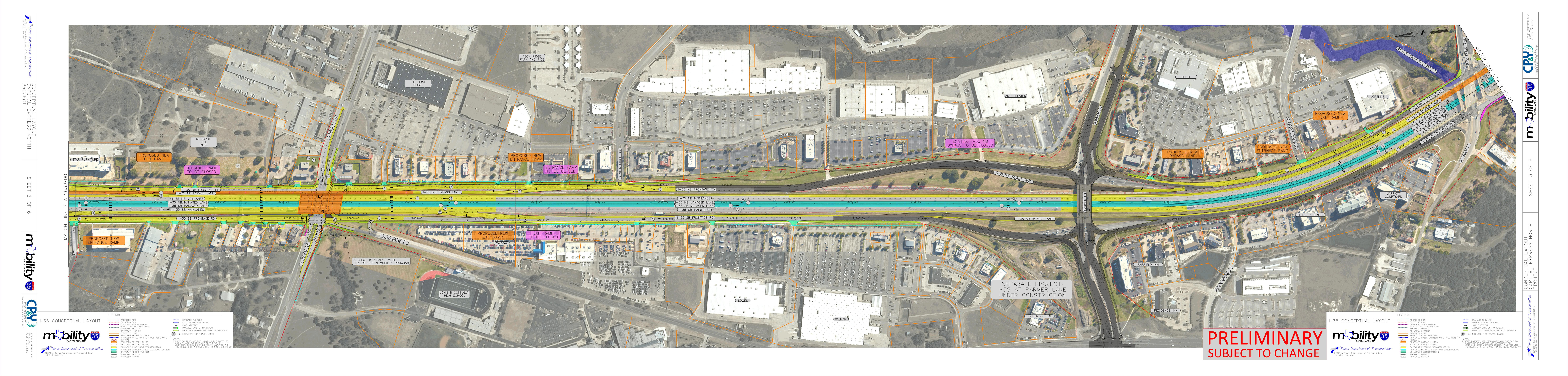


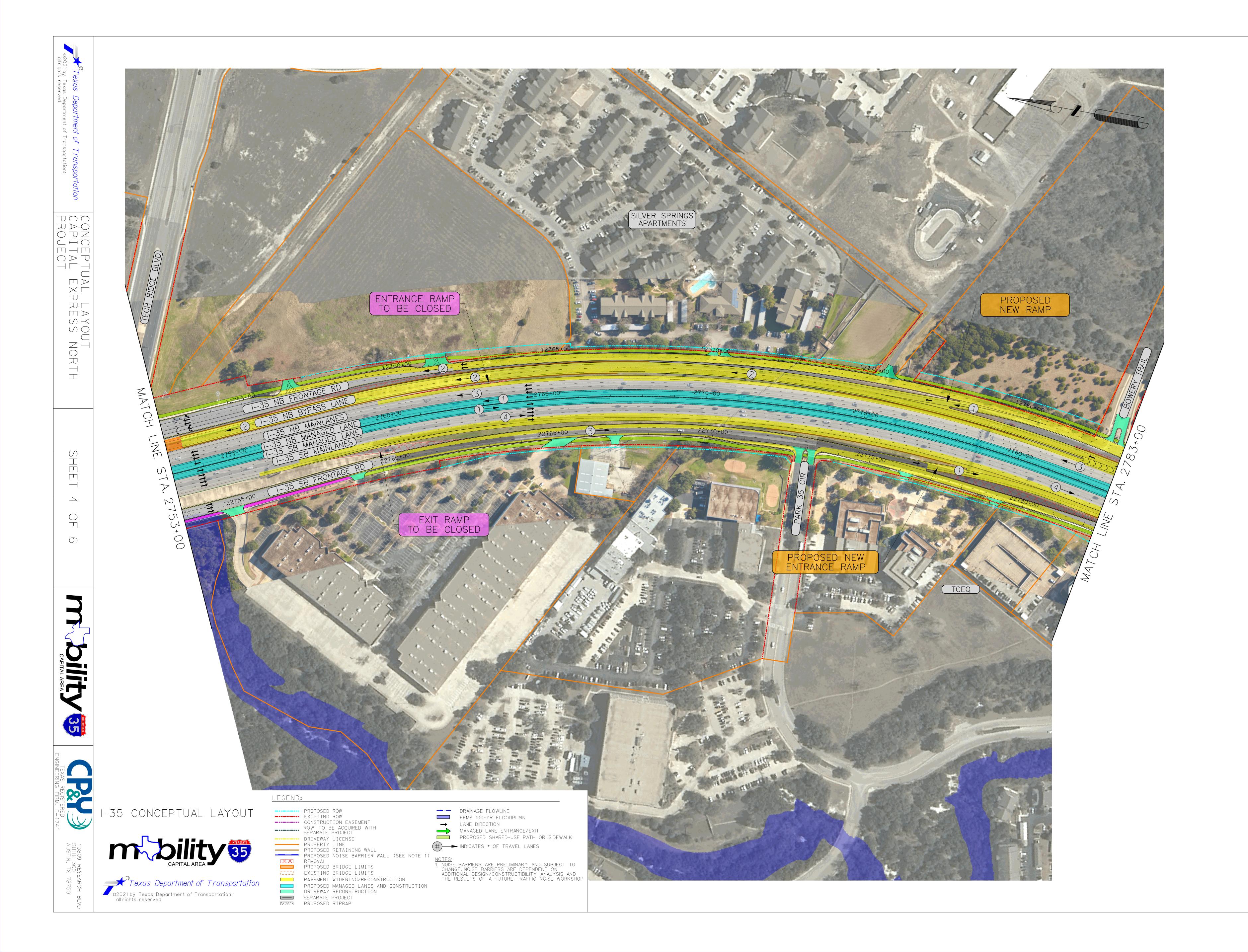


SHEET 2 OF 6

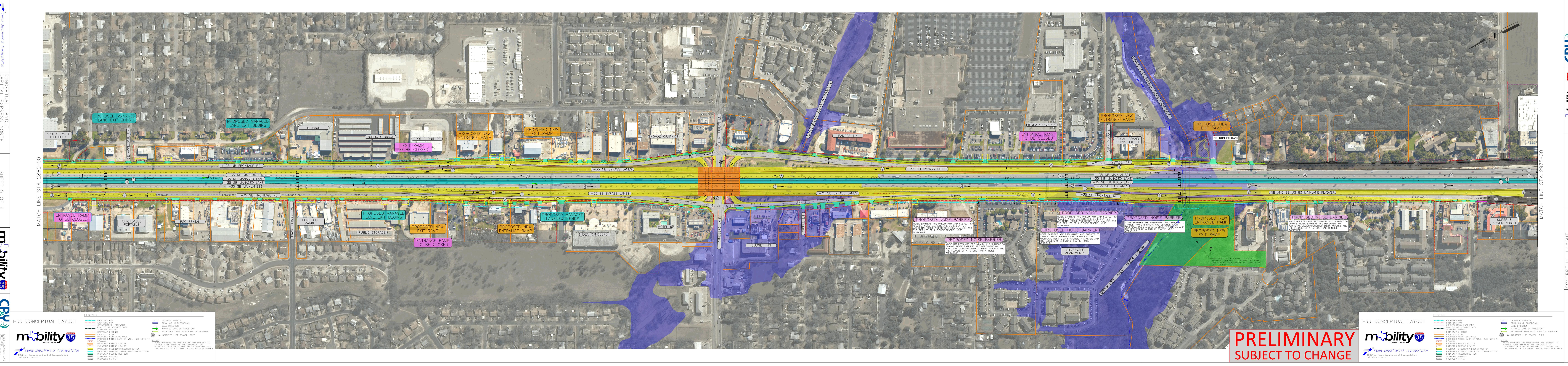
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> Texas Department of Transportation Uby Texas Department of Transportation; ights reserved

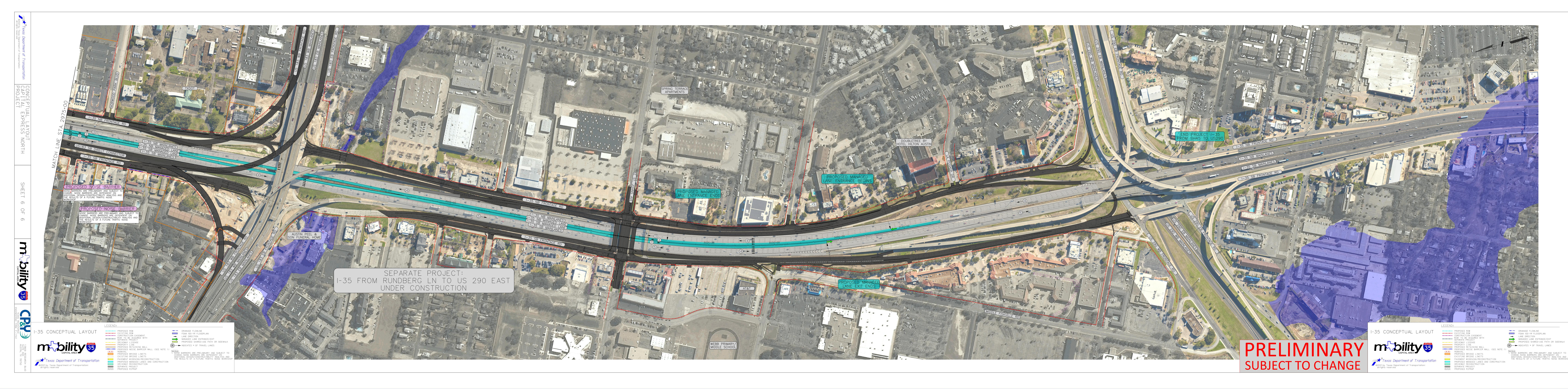








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SHEET 6 OF 6

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APPENDIX D TYPICAL SECTIONS

#### I-35 Capital Express North Typical Sections

#### **EXISTING TYPICAL SECTION**



#### **PROPOSED TYPICAL SECTION**



### APPENDIX E PLAN AND PROGRAM EXCERPTS

# **Transportation Improvement Program**

# 2021 - 2024



### **Roadway Projects**

| District     | County     | CSJ                | Roadway             | Phase                    | City                  | Sponsor     | <b>Fiscal Year</b> | Year of Expenditure Cost |
|--------------|------------|--------------------|---------------------|--------------------------|-----------------------|-------------|--------------------|--------------------------|
| Austin       | Travis     | 0015-10-062        | IH 35               | С                        |                       | TXDOT       | 2022               | \$111,300,000.00         |
|              |            |                    |                     |                          |                       |             |                    |                          |
| Limits (Fron | n): SH 45N |                    |                     |                          | MPO ID:               | 51-00351-00 |                    |                          |
| Limits (To): | FM 182     | 5                  |                     |                          | <b>Revision Date:</b> | 7/1/2020    |                    |                          |
| Description: | Add not    | rthbound and south | oound non-tolled ma | anaged lanes, reconstruc | t History:            |             |                    |                          |

ramps, improve frontage road and freight movements, and add auxiliary lanes

#### **Remarks**:

| Total Project Cost Ir                         | iformation                              | Authorized Funding by Category/Share |                 |                 |                 |              |                  |                 |  |  |
|---|---|--------------------------------------|-----------------|-----------------|-----------------|--------------|------------------|-----------------|--|--|
| Preliminary Engineering:                      | Preliminary Engineering: \$5,453,913.00 |                                      | <u>Federal</u>  | <u>State</u>    | <b>Regional</b> | <u>Local</u> | <u>LC</u>        | <u>Total</u>    |  |  |
| Right-of-Way:                                 | \$5,000.00                              | 1                                    | \$0.00          | \$0.00          | \$0.00          | \$0.00       | \$0.00           | \$0.00          |  |  |
| <b>Construction:</b> \$111,300,000.00         |   | 2                                    | \$60,078,000.00 | \$15,019,500.00 | \$0.00          | \$0.00       | \$0.00           | \$75,097,500.00 |  |  |
| <b>Construction Engineering:</b> \$4,786,087. |   | 3                                    | \$0.00          | \$0.00          | \$0.00          | \$0.00       | \$0.00           | \$0.00          |  |  |
| Contingencies:                                | \$200,348.00                            | 4                                    | \$18,280,000.00 | \$4,570,000.00  | \$0.00          | \$0.00       | \$0.00           | \$22,850,000.00 |  |  |
| Indirects:                                    | \$0.00                                  | 5                                    | \$0.00          | \$0.00          | \$0.00          | \$0.00       | \$0.00           | \$0.00          |  |  |
| Bond Financing:                               | \$0.00                                  | 6                                    | \$0.00          | \$0.00          | \$0.00          | \$0.00       | \$0.00           | \$0.00          |  |  |
| Potential Change Orders:                      | \$0.00                                  | 7                                    | \$10,682,000.00 | \$2,670,500.00  | \$0.00          | \$0.00       | \$0.00           | \$13,352,500.00 |  |  |
| <b>Total Cost:</b> \$121,745,34               |   | 8                                    | \$0.00          | \$0.00          | \$0.00          | \$0.00       | \$0.00           | \$0.00          |  |  |
| Cost of Approved Phases:                      | \$111,300,000.00                        | 9                                    | \$0.00          | \$0.00          | \$0.00          | \$0.00       | \$0.00           | \$0.00          |  |  |
| Performance Me                                | easures                                 | 10                                   | \$0.00          | \$0.00          | \$0.00          | \$0.00       | \$0.00           | \$0.00          |  |  |
| PM 1 - Safety                                 | $\checkmark$                            | 11                                   | \$0.00          | \$0.00          | \$0.00          | \$0.00       | \$0.00           | \$0.00          |  |  |
| <b>PM 2 - Pavement Condition</b>              | $\checkmark$                            | 12                                   | \$0.00          | \$0.00          | \$0.00          | \$0.00       | \$0.00           | \$0.00          |  |  |
| PM3 - System Performance                      | Total                                   | \$89,040,000.00                      | \$22,260,000.00 | \$0.00          | \$0.00          | \$0.00       | \$111,300,000.00 |                 |  |  |

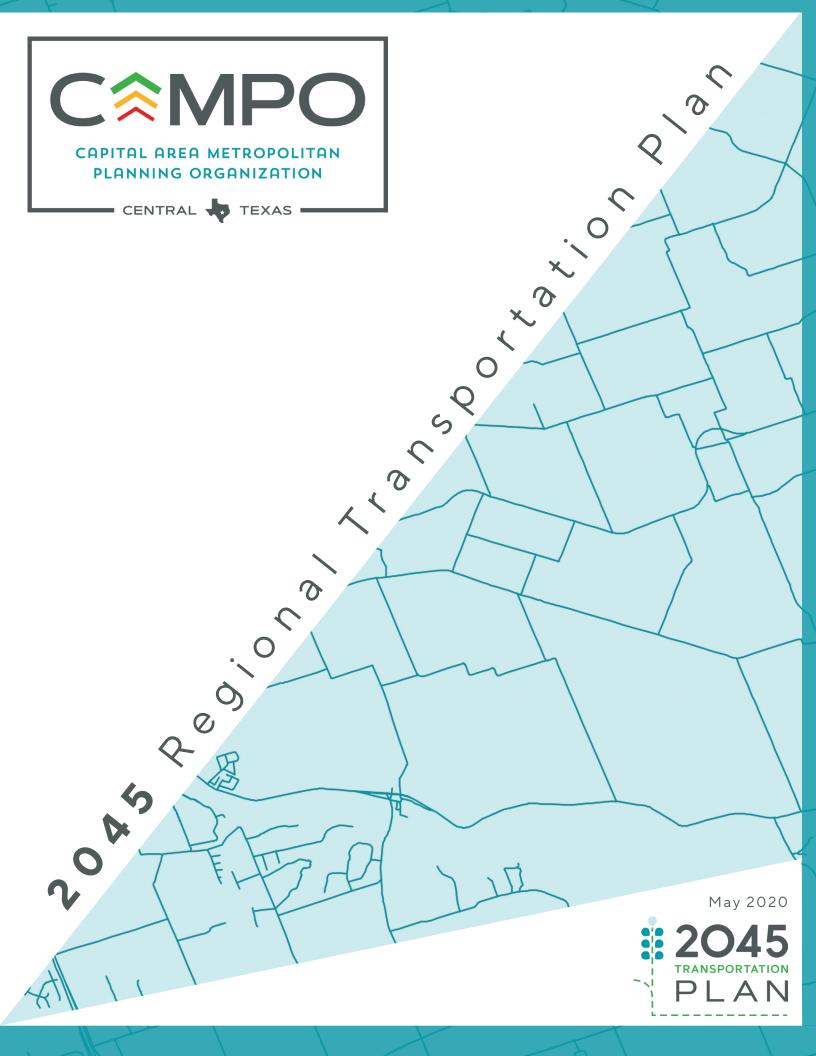
### **Roadway Projects**

| District     | County            | CSJ                | Roadway | Phase                  | City           | Sponsor     | Fiscal Year | Year of Expenditure Cost |
|--------------|-------------------|--------------------|---------|------------------------|----------------|-------------|-------------|--------------------------|
| Austin       | Travis            | 0015-13-389        | IH 35   | С                      |                | TXDOT       | 2022        | \$288,700,000.00         |
| Limits (Fron | <b>ı):</b> FM 182 | 5                  |         |                        | MPO ID:        | 51-00353-00 |             |                          |
| Limits (To): | US 2901           |                    |         |                        | Revision Date: | 7/1/2020    |             |                          |
| Description: |                   | rthbound and south |         | naged lanes, reconstru | -              |             |             |                          |

ramps, improve frontage road and freight movements, and add auxiliary lanes

**Remarks:** Texas Clear Lanes

| Total Project Cost In                    | formation        | Authorized Funding by Category/Share |                  |                 |                 |              |           |                  |  |
|--|------------------|--------------------------------------|------------------|-----------------|-----------------|--------------|-----------|------------------|--|
| Preliminary Engineering:                 | \$14,146,087.00  | <u>Category</u>                      | <b>Federal</b>   | <u>State</u>    | <u>Regional</u> | <u>Local</u> | <u>LC</u> | <u>Total</u>     |  |
| <b>Right-of-Way:</b> \$2,500,000.0       |                  | 1                                    | \$0.00           | \$0.00          | \$0.00          | \$0.00       | \$0.00    | \$0.00           |  |
| <b>Construction:</b> \$288,700,000.00    |                  | 2                                    | \$135,118,000.00 | \$33,779,500.00 | \$0.00          | \$0.00       | \$0.00    | \$168,897,500.00 |  |
| Construction Engineering: \$12,413,913.0 |                  | 3                                    | \$0.00           | \$0.00          | \$0.00          | \$0.00       | \$0.00    | \$0.00           |  |
| Contingencies: \$519,652                 |                  | 4                                    | \$18,280,000.00  | \$4,570,000.00  | \$0.00          | \$0.00       | \$0.00    | \$22,850,000.00  |  |
| Indirects:                               | \$0.00           | 5                                    | \$0.00           | \$0.00          | \$0.00          | \$0.00       | \$0.00    | \$0.00           |  |
| Bond Financing:                          | \$0.00           | 6                                    | \$0.00           | \$0.00          | \$0.00          | \$0.00       | \$0.00    | \$0.00           |  |
| Potential Change Orders:                 | \$0.00           | 7                                    | \$10,682,000.00  | \$2,670,500.00  | \$0.00          | \$0.00       | \$0.00    | \$13,352,500.00  |  |
| <b>Total Cost:</b> \$318,279,6           |                  | 8                                    | \$0.00           | \$0.00          | \$0.00          | \$0.00       | \$0.00    | \$0.00           |  |
| Cost of Approved Phases:                 | \$288,700,000.00 | 9                                    | \$0.00           | \$0.00          | \$0.00          | \$0.00       | \$0.00    | \$0.00           |  |
| Performance Me                           | easures          | 10                                   | \$0.00           | \$0.00          | \$0.00          | \$0.00       | \$0.00    | \$0.00           |  |
| PM 1 - Safety                            | $\checkmark$     | 11                                   | \$0.00           | \$0.00          | \$0.00          | \$0.00       | \$0.00    | \$0.00           |  |
| PM 2 -Pavement Condition                 | $\checkmark$     | 12                                   | \$66,880,000.00  | \$16,720,000.00 | \$0.00          | \$0.00       | \$0.00    | \$83,600,000.00  |  |
| PM3 - System Performance                 | $\checkmark$     | Total                                | \$230,960,000.00 | \$57,740,000.00 | \$0.00          | \$0.00       | \$0.00    | \$288,700,000.00 |  |



| ANTICIPATED<br>TOTAL COST | \$10,770,000  | \$8,200,000                                    | \$30,000,000             | \$2,011,599              | \$116,825,412   | \$219,600,000  | \$1,769,967,277                                    | \$121,745,348  | \$4,900,000,000  | \$147,452,192  | \$318,279,652   | \$190,932,136   |
|---------------------------|---|--|--------------------------|--------------------------|---|--|--|--|--|--|---|---|
| LET<br>YEAR               | 2020  | 2027   | 2020                     | 2020                     | 2021  | 2025   | 2039   | 2022   | 2025   | 2022   | 2022  | 2022  |
| LIMITS AT                 |   |  |                          |                          |   |  |  |  |  |  |   |   |
| LIMITS TO                 | SL 82   | RIVER RIDGE<br>PARKWAY                         | RM 150                   | S OF SL 82               | N OF RM 12  | S OF POSEY RD  | POSEY RD   | FM1825   | US 290W / SH 71  | LP 275 -<br>SLAUGHTER<br>LANE  | US 290E   | SH 45SE   |
| LIMITS FROM               | N OF RIVER<br>RIDGE<br>PARKWAY  | BLANCO<br>RIVER                                | KYLE<br>CROSSING         | SL 82                    | S OF SH 80  | N SH 123   | SH 45 SE   | SH 45N   | US 290E  | US 290W/SH 71  | FM 1825   | LP 275 -<br>SLAUGHTER<br>LANE   |
| DESCRIPTION               | RELOCATE NORTHBOUND ENTRANCE<br>RAMP FROM SL 82, ADD NEW 1LANE<br>NORTHBOUND EXIT RAMP TO RIVER RIDGE<br>PKWAY, 1 NORTHBOUND AUXILIARY LANE<br>AT SL 82 AND RIVER RIDGE PARKWAY | OPERATIONAL IMPROVEMENTS AND RAMP<br>REVERSALS | REVERSE NORTHBOUND RAMPS | <b>RECONSTRUCT RAMPS</b> | RECONSTRUCT IH-35 ML BRIDGE AT SH-123,<br>NORTHBOUND FRONTAGE BRIDGES AT<br>SAN MARCOS RIVER AND WILLOW SPRINGS<br>CREEK, ADD AUXILIARY LANES, WITH<br>SH-123 INTERSECTION AND PEDESTRIAN<br>IMPROVEMENTS | OPERATIONAL, INTERSECTION, MAIN LANE<br>AND FRONTAGE ROAD IMPROVEMENTS | IH 35 FUTURE TRANSPORTATION<br>CORRIDOR (2X2 NTML) | ADD NORTHBOUND AND SOUTHBOUND<br>NON-TOLLED MANAGED LANES,<br>RECONSTRUCT RAMPS, IMPROVE<br>FRONTAGE ROAD, FREIGHT MOVEMENTS,<br>AND ADD AUXILIARY LANES | ADD NORTHBOUND AND SOUTHBOUND<br>NON-TOLLED MANAGED LANES,<br>RECONSTRUCT RAMPS, IMPROVE<br>FRONTAGE ROAD, FREIGHT MOVEMENTS,<br>AND ADD AUXILIARY LANES | ADD NORTHBOUND AND SOUTHBOUND<br>NON-TOLLED MANAGED LANES,<br>RECONSTRUCT RAMPS, IMPROVE<br>FRONTAGE ROAD, FREIGHT MOVEMENTS,<br>AND ADD AUXILIARY LANES | ADD NORTHBOUND AND SOUTHBOUND<br>NON-TOLLED MANAGED LANES,<br>RECONSTRUCT RAMPS, IMPROVE<br>FRONTAGE ROAD AND FREIGHT<br>MOVEMENTS, AND ADD AUXILIARY LANES | ADD NORTHBOUND AND SOUTHBOUND<br>NON-TOLLED MANAGED LANES,<br>RECONSTRUCT RAMPS, IMPROVE<br>FRONTAGE ROAD AND FREIGHT<br>MOVEMENTS, AND ADD AUXILIARY LANES |
| ROADWAY/<br>FACILITY NAME | IH 35   | IH 35  | IH 35                    | IH 35                    | IH 35   | IH 35  | IH 35  | <mark>IH 35</mark>   | IH 35  | IH 35  | <mark>IH 35</mark>  | IH 35   |
| SPONSOR / CO-<br>SPONSOR  | TXDOT   | TXDOT  | TXDOT                    | TXDOT                    | TXDOT   | TXDOT  | TXDOT  | TXDOT  | TXDOT  | TXDOT  | TXDOT   | тхрот   |
| COUNTY                    | HAYS  | HAYS   | НАҮЅ                     | HAYS                     | HAYS  | HAYS   | HAYS   | TRAVIS   | TRAVIS   | TRAVIS   | TRAVIS  | TRAVIS  |
| DI O ID                   | 41-00115-00   | 41-00116-00                                    | 41-00117-00              | 41-00118-00              | 41-00162-00   | 41-00120-00  | 41-00121-00  | 5 <mark>1-00351-00</mark>  | 51-00189-00  | 51-00352-00  | <mark>51-00353-00</mark>  | 51-00354-00   |

APPENDIX F RESOURCE-SPECIFIC MAPS

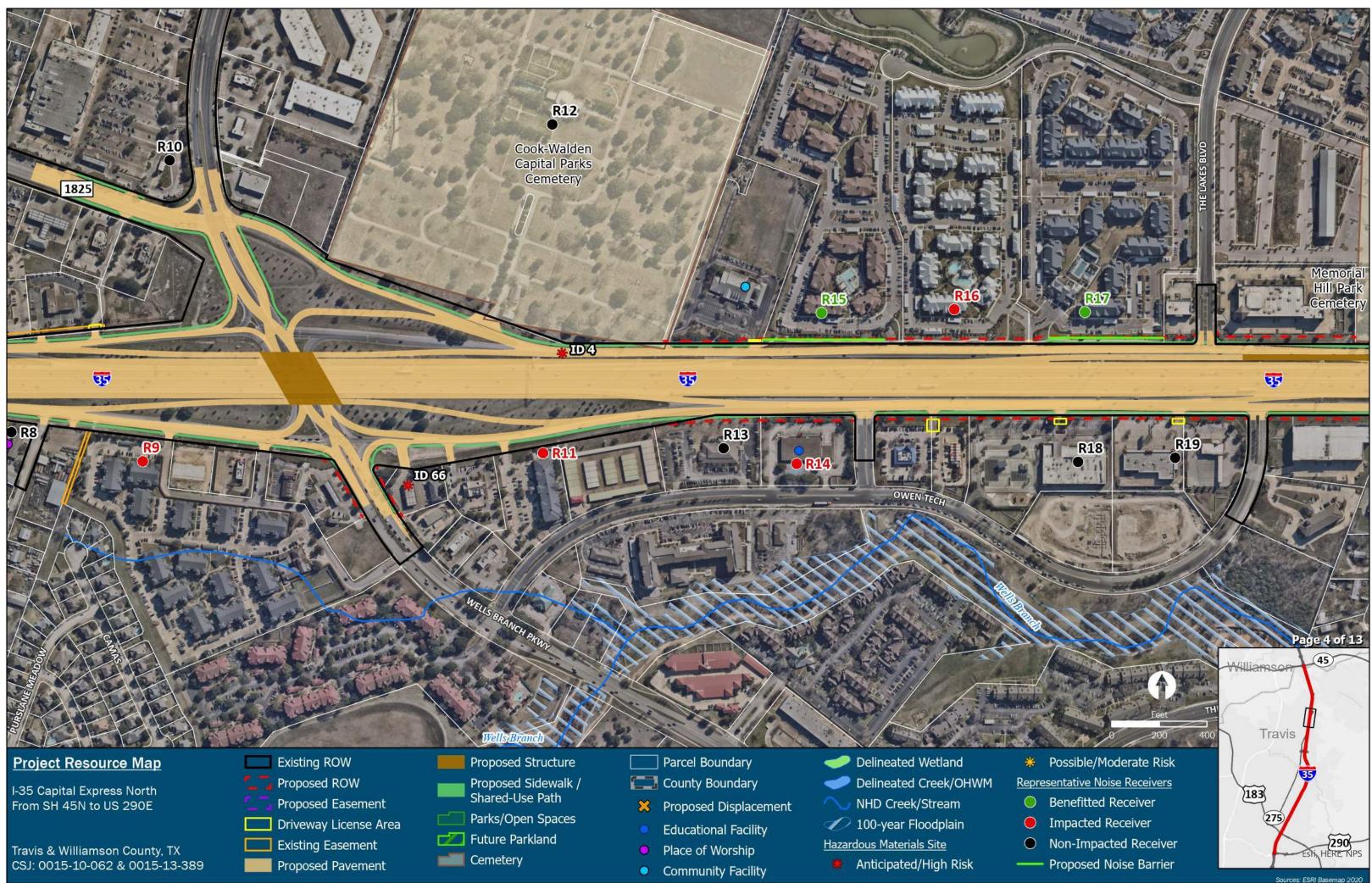


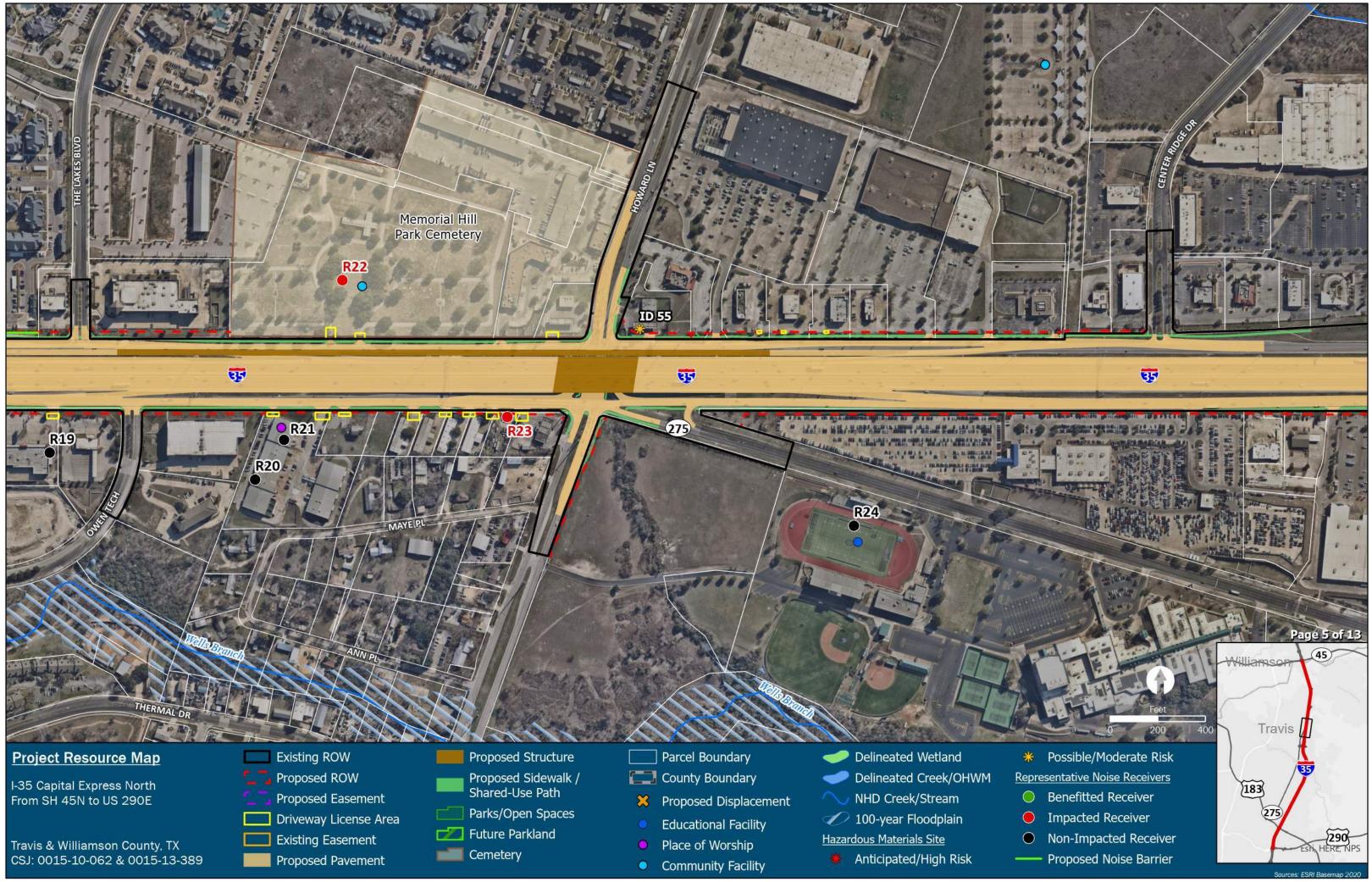
Sources: ESRI Basemap 2020



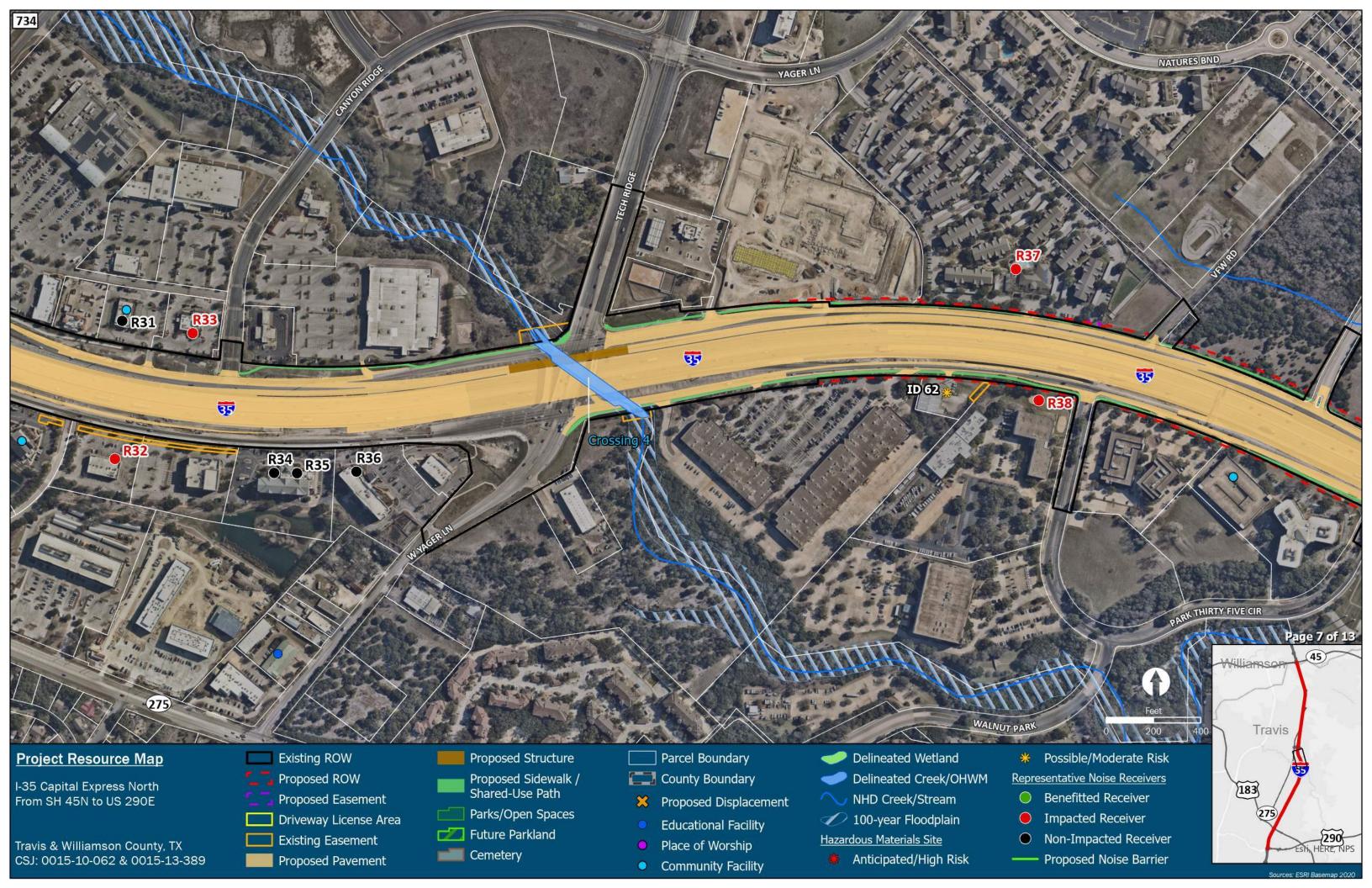


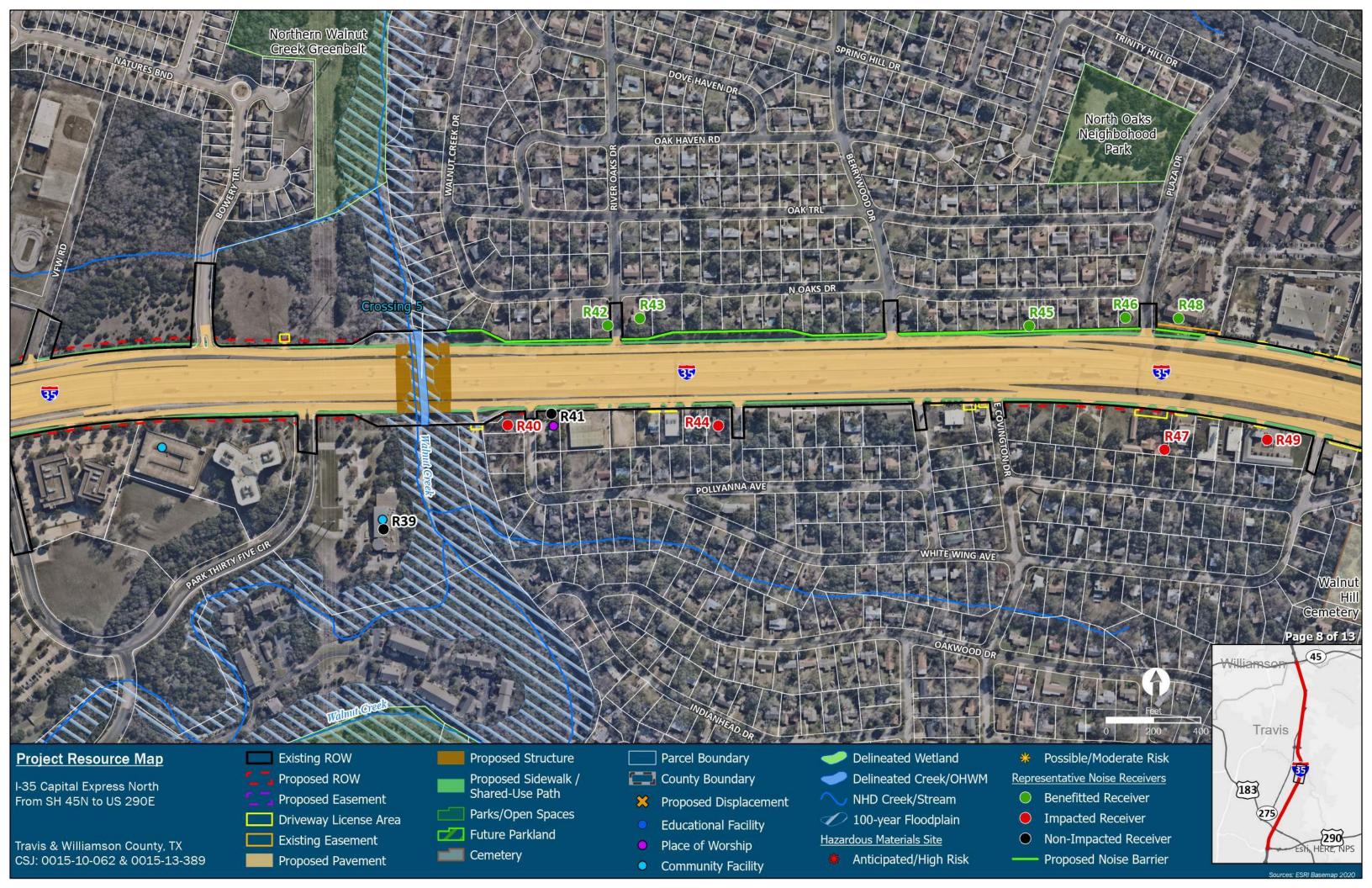
- Community Facility

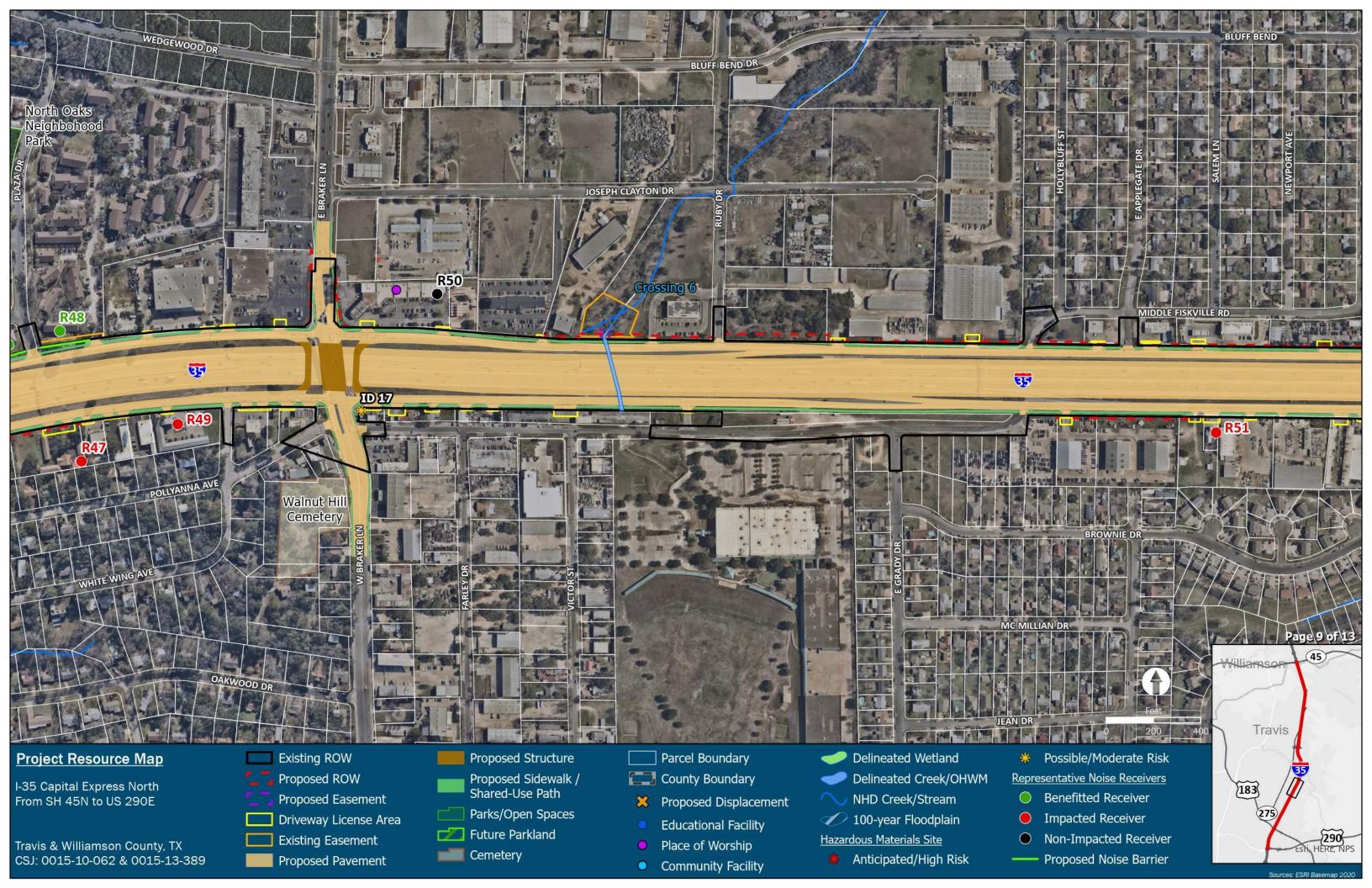


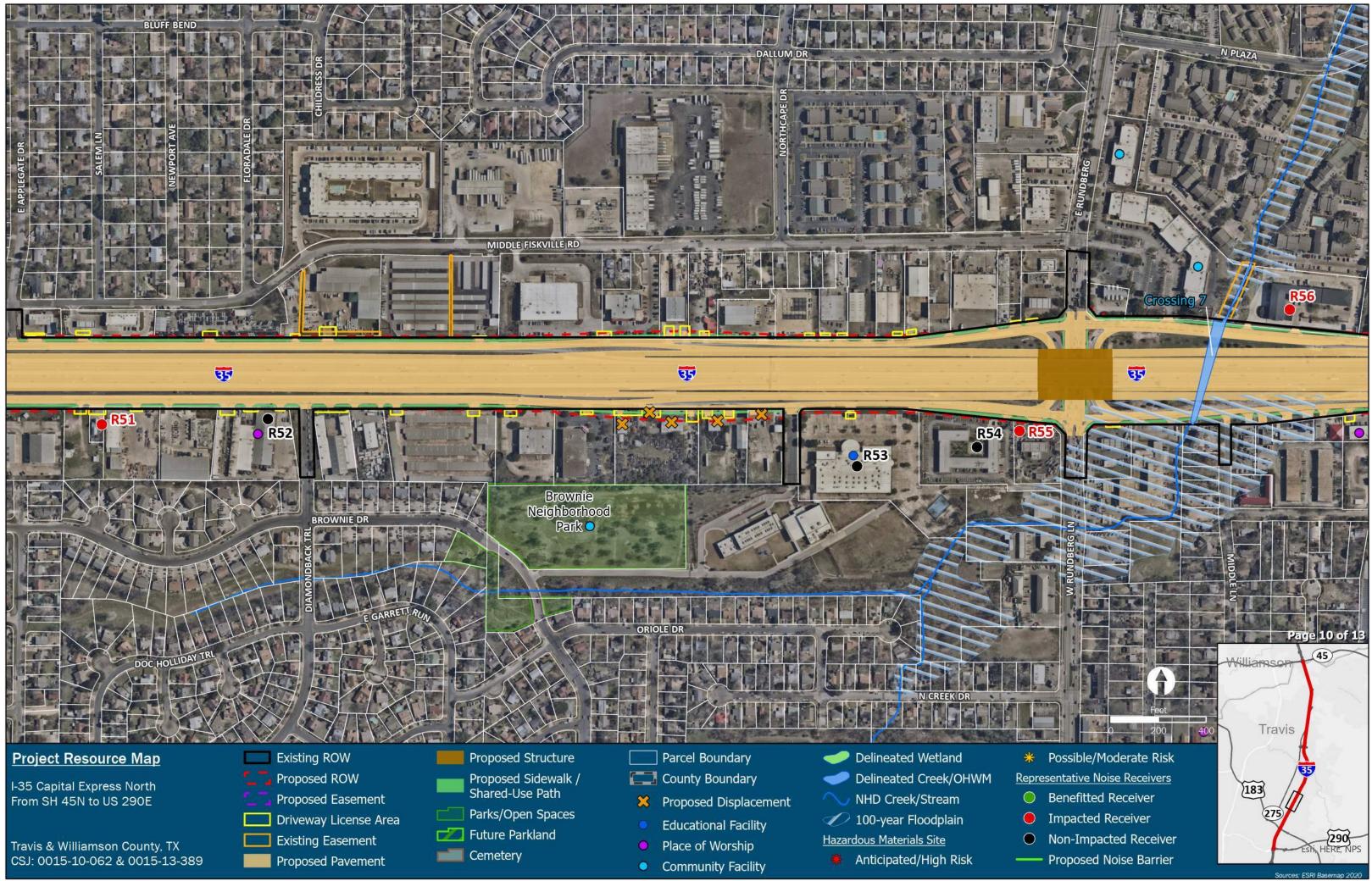










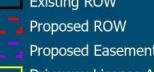












## APPENDIX G RESOURCE AGENCY COORDINATION

|  | Back To List             |
|--|--------------------------|
| Assignment Details ★Activity   | Print this Page          |
| Obtain Archeology Section 106/Antiquities Code of Texas (ACT) Approval                       |                          |
| Determination of Effect: No historic properties affected                                     |                          |
| Comments:  |                          |
| No further work required. No effect to historic properties or cemeteries. Consultation concl | uded with no objections. |
|  | ~                        |
| •  | Site Ma                  |
| ast Updated By: Eric Oksanen Last Updated Date: 03/09/2021 12:18:28                          |                          |

| From:    | Laura Cruzada  |
|----------|--|
| To:      | <u>mattocknie@kiowatribe.org; holly@mathpo.org; dhill@caddo.xyz; caddochair.cn@gmail.com; Franks.D@sno-</u>                                  |
|          | nsn.gov; lbrown@tonkawatribe.com; mallen@tonkawatribe.com; Celestine.bryant@actribe.org;   |
|          | <u>alec.tobine@actribe.org; epa4apachetribeok@gmail.com; martinac@comanchenation.com;</u>  |
|          | theodorev@comanchenation.com; tonya@shawnee-tribe.com; Gary.McAdams@wichitatribe.com;  |
|          | Terri.Parton@wichitatribe.com; Jacey Lamar; Mary.botone@wichitatribe.com; epaden@delawarenation-nsn.gov                                      |
| Cc:      | Eric Oksanen   |
| Subject: | TxDOT Sec. 106 Consultation Request - CSJ: 0015-10-062 and 0015-13-389, I-35, Widen Freeway; Travis and Williamson Counties, Austin District |
| Date:    | Wednesday, February 3, 2021 1:50:00 PM   |

## Sec. 106 Consultation

FEBRUARY 3, 2021

Contacts:

Laura Cruzada

512-416-2638

Notice:

review,

The environmental

We kindly request your comments on historic properties of cultural or religious significance to your Tribe that may be affected by the proposed project. Please see the following summary for project details and information. To access the associated reports, which include a detailed project description, APE definition and identification efforts, use the attached link. After 21 days, the link will expire. We will provide an updated link upon request. This project will also be included during our monthly Sec. 106 conference call every third Wednesday of the month at 2 p.m.

#### Summary:

| Project ID (CSJ),<br>Roadway, Limits,<br>County and TxDOT<br>District | 0015-10-062 and 0015-13-389, Travis and<br>Williamson Counties, Austin District<br>I-35 from SH 45N to FM 1825  |
|---|---|
| Project Sponsor:  | TxDOT   |
| Consultation Status:  | ⊠Initial Consultation<br>□Continuation of Consultation<br>Reason(s):  |
| Short Description:  | I-35, Widen Freeway   |
| New Right of Way:   | 19.95 acres   |
| Depth of Impacts:   | 2 foot typical and 40 foot maximum  |
| Known Archeological<br>Sites or Properties in<br>project area:        | 41TV1134 (consists of an Archaic-age lithic<br>scatter and mid-nineteenth- to mid-<br>twentieth-century farmstead) and 41TV1135<br>(prehistoric campsite of unknown age and an<br>early-twentieth-century refuse dump). No<br>potential for intact traces of sites 41TV1134 |

| consultation, and<br>other actions<br>required by<br>applicable Federal<br>environmental laws<br>for this project are   | Identification Efforts:<br>Recommendations:<br>Link to Detailed Report: | and 41TV1135 to be present within the<br>existing I-35 ROW.<br>Background Study<br>No sites affected; proceed to construction.<br>Available upon request       |
|---|---|--|
| being, or have<br>been, carried-out<br>by TxDOT pursuant<br>to 23 U.S.C. 327<br>and a<br>Memorandum of<br>Understanding<br>dated December 9,<br>2019, and<br>executed by FHWA<br>and TxDOT. | TxDOT findings and re<br>comments within 30 c                           | mments that you may have on the<br>ecommendations. Please provide your<br>lays of receipt of this letter. Any<br>fter that time will be addressed to the<br>e. |

Laura Cruzada Public Involvement Speciaist and Tribal Liaison Environmental Affairs Division <u>laura.cruzada@txdot.gov</u> TxDOT office: 512-416-2638 TxDOT mobile: 737-212-3795

| From:        | Theodore Villicana                     |
|--------------|--|
| To:          | Laura Cruzada                          |
| Subject:     | Consult Response                       |
| Date:        | Tuesday, February 23, 2021 11:24:51 AM |
| Attachments: | CSJ-0015-10-062 and 0015-13-389 TXdocx |

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Consult response attached

# COMANCHE NATION



Texas Department of Transportation Attn: Ms. Laura Cruzada 125 East 11<sup>th</sup> St. Texas 78701

February 23, 2021

Re: TXDOT Sec. 106 Consultation Request – CSJ: 0015-10-062 and 0015-13-389, I-35, Widen Freeway; Travis and Williamson Counties, Austin District

Dear Ms. Cruzada:

In response to your request, the above reference project has been reviewed by staff of this office to identify areas that may potentially contain prehistoric or historic archeological materials. The location of your project has been cross referenced with the Comanche Nation site files, where an indication of "*No Properties*" have been identified. (IAW 36 CFR 800.4(d)(1)).

Please contact this office at (580) 595-9960/9618) if you require additional information on this project.

This review is performed in order to identify and preserve the Comanche Nation and State cultural heritage, in conjunction with the State Historic Preservation Office.

Regards

Comanche Nation Historic Preservation Office Theodore E. Villicana, Technician #6 SW "D" Avenue, Suite C Lawton, OK. 73502

Consult Response delayed due to Covid-19 work conditions.

| ssignment Details *Activity  | Print this Pa |
|--|---------------|
| Obtain Historical Studies Section 106/Antiquities Code of Texas(ACT) Approval  |               |
| Determination of Effect: No historic properties affected   |               |
| Comments:  |               |
| HIST Finding: In compliance with the Section 106 PA, TxDOT historians determined project activities will<br>historic properties. In compliance with the Antiquities Code of Texas and the MOU, TxDOT historians deter<br>project activities have no potential for adverse effects. Individual project coordination with SHPO is no<br>See uploaded memo for more information as necessary. | mined ^       |
|  | 7             |
|  |               |

| From:    | Laura Cruzada  |
|----------|--|
| То:      | <u>"Bob Ward";</u> "ewbrackenridge@gmail.com"  |
| Cc:      | Eric Oksanen   |
| Subject: | TxDOT project in Travis and Williamson Counties, Austin District (I-35 from SH 45N to FM 1825) |
| Date:    | Wednesday, February 3, 2021 1:57:00 PM   |

Good afternoon,

As part of TxDOT's cultural resources work with Travis and Williamson County Historical Commissions, please find details about the above referenced TxDOT project, which included archeological reviews. We welcome your consultation on this request. Thank you and if you have comments or questions, please feel free to reach out.

| FEBRUARY 3, 2021                     | Sec. 10<br>Consul   |  |
|--------------------------------------|---|--|
|                                      | Summary:  |  |
| Contacts:                            | <i>Project ID (CSJ),<br/>Roadway, Limits,<br/>County and TxDOT<br/>District</i> | 0015-10-062 and 0015-13-389, Travis and<br>Williamson Counties, Austin District<br>I-35 from SH 45N to FM 1825   |
| <u>Laura Cruzada</u><br>512-416-2638 | Project Sponsor:  | TxDOT  |
| 512 410 2050                         | Short Description:  | I-35, Widen Freeway  |
|                                      | New Right of Way:   | 19.95 acres  |
|                                      | Depth of Impacts:   | 2 foot typical and 40 foot maximum   |
|                                      | Known Archeological<br>Sites or Properties in<br>project area:                  | 41TV1134 (consists of an Archaic-age<br>lithic scatter and mid-nineteenth- to mid-<br>twentieth-century farmstead) and<br>41TV1135 (prehistoric campsite of<br>unknown age and an early-twentieth-<br>century refuse dump). No potential for<br>intact traces of sites 41TV1134 and<br>41TV1135 to be present within the existing<br>I-35 ROW. |
|                                      | Identification Efforts:   | Background Study   |
|                                      | Recommendations:  | No sites affected; proceed to construction.  |
|                                      | Link to Detailed Report:  | Available upon request   |

your comments within 30 days of receipt of this letter. Any comments provided after that time will be addressed to the fullest extent possible.

### Notice:

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TXDOT.

Laura Cruzada Public Involvement Speciaist and Tribal Liaison Environmental Affairs Division <u>laura.cruzada@txdot.gov</u> TxDOT office: 512-416-2638 TxDOT mobile: 737-212-3795

## **APPENDIX H**

## COMMENT/RESPONSE MATRICES FROM PUBLIC MEETINGS

Public Meeting #1 August 22, 2016

|   |           |            |           |         | Mobility35: North16 Open I  | House #1 Comment/Response Matrix   |
|---|-----------|------------|-----------|---------|---|--|
| # | Last Name | First Name | Date      | Method  | Comment (Verbatim)  | Response   |
| 1 | Rodriguez | Daniel     | 8/22/2016 | Written | make a [sic] extra In for traffic and not change. It is not<br>fair for people that can't afford it and with all the screw<br>ups msb and tx tag has caused in recent years I don't | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit a |
| 2 | Lane      | Rodney     | 8/22/2016 | Written |   | Thank you for taking the time to provide your input. Public input is a valuable part of the evaluation process. Wishbone ramps are a good option to use to connect one roadway to another without requiring drivers to exit. The team will investigate the viability of this option.   |

|   | #     | Last Name | First Name            | Date              | Method                   | Comment (Verbatim)  | Perpanse  |
|---|-------|-----------|-----------------------|-------------------|--------------------------|---|---|
| F | 3 0   |           |                       |                   |                          |   |   |
|   | # 3 C | Last Name | First Name<br>Leilani | Date<br>8/22/2016 | <u>Method</u><br>Written | Comment (Verbatim)<br>Austin population is growing at very fast rate and with<br>that the city should be able to adjust with the growth<br>without having to charge the citizens extra money just<br>to be able to move around the city. The express lanes<br>are a necessary improvement but I don't think tolls<br>should be charged to be able use it. Tax rates,<br>especially property taxes have increased dramatically<br>that last few years, where is that money going? Isn't<br>that the reason we pay taxes is for that money to go to<br>those kinds of improvements? No to tolls, yes to the<br>express lanes. | Response           Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.           As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm           TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.           The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the expre   |
|   | 4 E   | laclawski | J.                    | 8/22/2016         | Written                  | I think the roadway should be free.   | vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.<br>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers |
|   |       |           |                       |                   |                          |   | lanes on I-35.  |

| #      | Last Name | First Name | Date      | Method  | Comment (Verbatim)  | Response   |
|--------|-----------|------------|-----------|---------|---|--|
| #<br>5 |           | N/A        |           | Written | No Tolls: It's elitist and wrong. More lanes yes – more<br>paint<br>Trucks to the outside lanes only.   | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would and southbound, are being developed from RM 1431 to SH 45SE. These operational improvements include ramp reversals, auxiliary lanes and braided ramps |
| 6      | Howard    | Rodney     | 8/22/2016 | Written | <ol> <li>Love it</li> <li>Variable toll option is a critical component to the<br/>success of a project like this</li> </ol>   | Thank you for taking the time to provide your input.<br>The Mobility35 program includes proposed improvements to 79 miles of I-35 from the Williamson/Bell county line to the Hays/Comal<br>county line. Three express lanes projects, called North16, Central7 and South10, if environmentally approved and funded, will be<br>implemented in phases. You can find more information about the Mobility35 Program and projects at this location:<br>http://my35.org/capital/default.htm  |
|        |           |            |           |         | 3) Extend this to Highway 29 in Georgetown  | As demand increases in the region it is possible that the addition of express lanes could be evaluated for implementation outside of these limits of these three projects.   |
| 7      | N/A       | N/A        | 8/22/2016 | Written | To make the highways work a bit better we might<br>consider encroaching on the frontages as well as the<br>middle of the interstate. Which will give 2 $1/2$ lanes<br>not 1 $\frac{1}{2}$ . | Thank you for taking the time to provide your input. The available space within existing right-of-way is being utilized for the improvements proposed as part of the North16 project as well as separate, stand-alone projects, both northbound and southbound, that are being developed from RM 1431 to SH 45SE. The overall Mobility35 program will balance the needs of the mainlanes, ramps and frontage roads within the right-of-way that exists.  |

| # | Last Name | First Name | Date      | Method  | Comment (Verbatim)   | Response   |
|---|-----------|------------|-----------|---------|--|--|
| 8 | Ainsworth | Jacqui     | 8/22/2016 | Written | Although I like the ability of an express lane, I would<br>prefer it to be a carpool lane. The tollways have been a<br>wreck and the need is to get fewer cars on the<br>highway. If the express lane is limited to carpools and<br>emergency vehicles, I believe it would help the<br>congestion two-fold.  | Thank you for taking the time to provide your input. Beginning in 2014, nine potential lane type alternatives for various modes were studied<br>by the Mobility35 Program, including the addition of high-occupancy vehicle (HOV or carpool) lanes. General purpose lanes, HOV, rail and<br>other lane type alternatives did not advance because they did not provide the same reliability benefits for all I-35 users, including transit,<br>emergency responders and drivers.<br>HOV (carpool) lanes would not maximize use of the available roadway capacity. Research has shown that lanes are under-utilized on roads<br>where HOV access is limited to vehicles with three or more passengers. Conversely, when HOV access is granted to any vehicle with two or<br>more passengers, the lanes are over-utilized. The Texas A&M Transportation Institute reported that as of spring 2013, Departments of<br>Transportation across the country had converted or planned to convert 24 HOV lanes to either express lanes or high occupancy toll lanes.<br>Reliability in carpool lanes cannot be assured without a variable toll pricing component, which is required to manage the number of vehicles<br>in the lanes and ensure a reliable travel time even when the general purpose lanes are congested.  |
|   |           |            |           |         | Please make the 1431/35 bridge more user-friendly and don't make any more like it.   | The RM 1431/I-35 bridge is a recently-completed Diverging Diamond Intersection (DDI). This type of intersection may be recommended for other locations as part of the Mobility35 program because they address congestion by allowing more vehicles to move through an intersection. You can learn more about these intersections here: http://my35.org/capital/proposed-concepts/ddi.htm   |
| 9 | Roeling   | Gerard     | 8/22/2016 | Written | I am against construction of a new toll road. Why does<br>every major TxDOT project around Austin have to be a<br>toll based system? Houston widened I-10 to 8 lanes<br>and traffic moves beautifully there. I tire of TxDOT<br>essentially creating a caste system for drivers. I also<br>suggest that TxDOT carefully observe the Mopac<br>"Improvement" Project to see if a toll lane actually<br>alleviates traffic problems, or simply provides a way for<br>those who can afford the lanes with a way to further<br>set themselves away from the Hoi Polloi. | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a tru |
|   |           |            |           |         | I'm simply sick that TxDOT feels the only way to<br>improve our highways is to charge for the priviledge on<br>a road that has already been paid for with our tax<br>money.  | Gas taxes and vehicle registration fees, primary funding sources for roadway infrastructure, have remained static since 1991 even though fuel costs have risen. When you factor in the state's significant population growth and demand on roadway infrastructure, funding has not kept up with demand, and mobility is likely to continue to get worse. Generally speaking, there is a reluctance among elected officials to raise taxes in the state and because of this, innovative financing options (such as express lanes) are considered viable solutions to funding new projects.  |

| 1 | ¥      | Last Name  | First Name | Date      | Method    | Comment (Verbatim)   | Response   |
|---|--------|------------|------------|-----------|-----------|--|--|
| 1 | 0 M    | arrone     | Jim        | 8/22/2016 | Written   | No to toll lanes on the public interstate. SH-130              | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will  |
|   |        |            |            |           |           | already exists for people willing to pay a toll. Choose        | improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the  |
|   |        |            |            |           |           | the no-build alternative.                                      | Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes.   |
|   |        |            |            |           |           |  | Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be  |
|   |        |            |            |           |           |  | used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.  |
|   |        |            |            |           |           |  | As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities  |
|   |        |            |            |           |           |  | along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the   |
|   |        |            |            |           |           |  | Mobility35 Program and projects at this location: http://my35.org/capital/default.htm  |
|   |        |            |            |           |           |  | TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE.  |
|   |        |            |            |           |           |  | The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase   |
|   |        |            |            |           |           |  | when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-  |
|   |        |            |            |           |           |  | 35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose |
|   |        |            |            |           |           |  | lanes on I-35.   |
|   |        |            |            |           |           |  | The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general  |
|   |        |            |            |           |           |  | purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional   |
|   |        |            |            |           |           |  | vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable,   |
|   |        |            |            |           |           |  | congestion-free route, riding transit will be a true alternative to driving alone.   |
|   |        |            |            |           |           | The only improvement necessary is southbound IH-35             | A separate stand-alone project at McNeil proposes to change the geometry of the ramps and add auxiliary lanes.   |
|   |        |            |            |           |           | over McNeil. Widen it so the slow trucks don't block           |  |
|   |        |            |            |           |           | the lanes going up the hill. This is the biggest IH-35         |  |
|   |        |            |            |           |           | problem in the north 16-mile area.                             |  |
|   |        |            |            |           |           | You scheduled the meeting from 4:30-6:30. Most                 | The meeting time was set to accommodate individuals who wanted to stop by the meeting on their way home from work. For those   |
|   |        |            |            |           |           | people work until 6:00. Please schedule future                 | individuals that were not able to attend in person, a virtual open house was available from Aug. 22 - Sept. 5. For future public involvement   |
|   |        |            |            |           |           | meetings with more than 2 hours, and later evening             | activities, we will consider different meeting times and durations.  |
| - | 4 14   |            | Daufilia   | 0.00.0010 | Muitter a | hours.   |  |
| 1 | M      | ascalueras | Porfilio   | 8/22/2016 | written   | I think that it would be more faster not much of traffic.      | Thank you for taking the time to provide your input.   |
|   |        |            |            |           |           | It would improve the flow. It would not take an hour to        |  |
| 1 | 2 N/   | /A         | N/A        | 8/22/2016 | Writton   | cross Austin south to north.<br>Central Texas Mobility – MSB – | Theory you for taking the time to provide your input   |
|   | .∠  N/ | / A        | IN/A       | 0/22/2010 | written   | Worst company  | Thank you for taking the time to provide your input.   |
|   |        |            |            |           |           | Awful customer service   |  |
|   |        |            |            |           |           | Ridiculous late fees   |  |
|   |        |            |            |           |           | Bad management   |  |
|   |        |            |            |           |           | Should be closed!!!  |  |
| L |        |            |            | l         | 1         |  |  |

| # 1           | Last Name | First Name | Date                     | Method  | Comment (Verbatim)   | Response   |
|---------------|-----------|------------|--------------------------|---------|--|--|
| # L<br>13 Han |           | Stephen    | <u>Date</u><br>8/22/2016 |         | 183 is your best example<br>Stop tolling US!! Just Stop!!<br>Stop Tolling US!!   | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a tru |
| 14 Pow        | wers      | Linda      | 8/22/2016                | Written | Relocated on ramp ~ Applegate Dr – concern as<br>Applegate is major exit from North Aeres, Windsor Hills<br>and cut through from Dessau. Concern for safety of<br>cars trying to cut across 3 lanes to enter I-35.<br>Braker – love the U-turn option! Will help w/flow of<br>traffic trying to go south. Braker and Runderberg –<br>need bike/ped transit improvements. Braker is wonky<br>and difficult to navigate on bike. Rundberg has recent<br>KAB improvements. Separate bike/ped path desired.<br>Parmer – like diamond plan. Anything to get traffic<br>moving. NB intersection and SB take 2-3 cycles most<br>times of day. Like the NB bypass under bridge for<br>Howard access. Looking forward to SB divergent path. | Thank you for taking the time to provide your input. Regarding Applegate Drive, the team will investigate ramp configurations and ensure maximum safety for the future design. Regarding your comments on Braker and Rundberg, the team will investigate bicycle/pedestrian traffic patterns. You may be aware that the Mobility35 program proposes to add or improve bicycle and pedestrian facilities as part of each of the express lanes projects and the stand-alone projects. Along the frontage roads, curb and gutter improvements are proposed to provide a barrier between travel lanes and sidewalks/shared-use paths. In addition, intersection bypass lanes are proposed on the southbound side from Howard as a stand-alone project to reduce delay at the Parmer intersection.  |

|    |           |            | •           | 1       | 1   |  |
|----|-----------|------------|-------------|---------|---|--|
| #  | Last Name | First Name | Date        | Method  | Comment (Verbatim)  | Response   |
|    |           |            |             |         | Howard – need Lamar connector NB to Howard. Traffic       | In the Lamar area, the close proximity of Lamar, Howard and the southbound I-35 frontage road eliminates the possibility of a northbound           |
|    |           |            |             |         | diverts through high school. Sidewalks along I-35 NB      | Lamar connection to Howard. At this time, the current configuration is planned to remain.  |
|    |           |            |             |         | have no pedestrian barrier (183 to Braker). And very      |  |
|    |           |            |             |         | narrow differences b/w road (where cars travel 50+        |  |
|    |           |            |             |         | mph) and sidewalk. Cars frequently drive on sidewalk      |  |
|    |           |            |             |         | to turn and park on sidewalk as shoulder. Rutland         |  |
|    |           |            |             |         | (Rutherford?)/Frontage exchange (N of Norwood Park        |  |
|    |           |            |             |         | Blv) is dangerous. Many crashes – see stats from City     |  |
|    |           |            |             |         | of Austin. Cars exiting NB try to cross 3 lanes to catch  |  |
|    |           |            |             |         | turn. Barriers currently present, but damaged/missing.    |  |
|    |           |            |             |         | Looking forward to flyover exchanges @ 183/I35.           |  |
|    |           |            |             |         |   |  |
|    |           |            |             |         |   |  |
|    |           |            |             |         | I35 exit to 290 difficult to catch turn. Suggest          | Proposed improvements for I-35 in the area of US 290 are part of a separate, stand-alone project, as well as a part of the Central7                |
|    |           |            |             |         |   |  |
| 45 |           | 0          | 0.00.0010   | 147.11  | improvements.   | Comprehensive Project.   |
| 15 | Brewer    | Gary       | 8/22/2016   | written | What happened to our No Engine Brake signs that           | A traffic noise analysis will be conducted as part of the environmental study that is being done for the project. If it is determined that a noise |
|    |           |            |             |         | used to be on IH 35 from (I think) Yeager Ln to           | impact would occur as a result of the proposed project, noise abatement measures will be evaluated in accordance with TxDOT and FHWA               |
|    |           |            |             |         | downtown Austin. Traffic noise in our neighborhood        | policies and procedures.   |
|    |           |            |             |         | Eubank Acres II especially north end of Oakwood Drive     |  |
|    |           |            |             |         | has increased 10 to 15 DB since the Yeager I35            |  |
|    |           |            |             |         | upgrade to Braker. These are actual levies that people    |  |
|    |           |            |             |         | in our neighborhood are taking to Travis County           |  |
|    |           |            |             |         | Appriasal District to protest their property values. THIS |  |
|    |           |            |             |         | SHOULD ALSO SUPPORT SOUND BARRIER WALLS                   |  |
|    |           |            |             |         | BEING PUT IN FROM AT LEAST BRAKER TO YAEGER.              |  |
|    |           |            |             |         |   |  |
|    |           |            |             |         |   |  |
|    |           |            |             |         | Love the diamond flow at IH 35 and IKEA. That             | Thank you for your input. A similar divergent diamond interchange is being evaluated for the intersection of Parmer Lane and I-35. You can         |
|    |           |            |             |         | intersection works very good. Used to be 3 to 4 lite      | find more information about this project online at: http://my35.org/capital/projects/travis/parmer.htm   |
|    |           |            |             |         | crossings now I make it in 1 lite now.                    |  |
| 16 | Meadows   | Robert     | 8/22/2016   | Written | I have no opinion about the express lanes because I       | Thank you for taking the time to provide your input. Adding tolled express lanes, along with other roadway improvements planned for the            |
|    | moudono   |            | 0, 22, 2010 |         | do not drive on IH 35 because it is too unpredictable     | area, will improve safety and mobility and provide a more reliable route along 1-35. Traffic studies and comparable projects, including the        |
|    |           |            |             |         | and too dangerous.  | Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes.             |
|    |           |            |             |         |   | Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be    |
|    |           |            |             |         |   | used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.            |
|    |           |            |             |         |   | used by pedestrians and bicyclisis), as well as sidewalks and bicycle lanes at easy west connections that otherwise would not be built.            |
|    |           |            |             |         |   |  |
|    |           |            |             |         | Please consider looking at best practices for             | Medians serve as a refuge for safety in case a pedestrian is unable to cross the entire intersection in one pedestrian signal phase. The           |
|    |           |            |             |         | incorporating anti-panhandling features in overpass       | medians also help with signal timing efficiency so that a long pedestrian signal phase would not be needed to get someone all the way              |
|    |           |            |             |         | design - particularly at Braker and IH 35 (e.g., lack of  | across the full width of the street.   |
|    |           |            |             |         | medians).   |  |
|    |           |            |             |         | Also, please look into intrinsic noise abatement such     | A traffic noise analysis will be conducted as part of the environmental study that is being done for the project. If it is determined that a noise |
|    |           |            |             |         | as concrete surfaces and paints. What are the plans       | impact would occur as a result of the proposed project, noise abatement measures will be evaluated in accordance with TxDOT and FHWA               |
|    |           |            |             |         | for extrensic noise abatment for owner-occupied           | policies and procedures.   |
|    |           |            |             |         | housing that directly abuts IH 35? (e.g., sound walls).   |  |
|    |           |            |             |         | Noise is a definite problem now in certain sections of    |  |
|    |           |            |             |         | the Walnut Creek subdivision (Braker x N. Lamar x         |  |
|    |           |            |             |         | Yager x IH 35).   |  |
|    |           |            |             |         |   |  |
| L  |           |            | 1           |         |   |  |

| #       | Last Name | First Name | Date | Method  | Comment (Verbatim)   | Response  |
|---------|-----------|------------|------|---------|--|---|
| #<br>17 | Sheth     | Jayant     |      | Written | I would like to see non-toll lanes added. This section is<br>not that expensive. So stop toll at 183, keeping all<br>lanes, including additional lanes free, north of 183. | Thank you for taking the time to provide your input. Adding tolled express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.<br>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm<br>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.<br>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Tr |

| #       | Last Name | First Name | Date      | Method  | Comment (Verbatim)                                 | Response  |
|---------|-----------|------------|-----------|---------|--|---|
| #<br>18 | Almour    | Ralph      | 8/22/2016 |         |  | Thank you for taking the time to provide your input. Beginning in 2014, nine potential lane type alternatives for various modes were studied    |
| 10      | Aimour    | карп       | 8/22/2016 | written | -  |   |
|         |           |            |           |         |  | by the Mobility35 Program, including the addition of high-occupancy vehicle (HOV or carpool) lanes. General purpose lanes, HOV, rail and        |
|         |           |            |           |         |  | other lane type alternatives did not advance because they did not provide the same reliability benefits for all I-35 users, including transit,  |
|         |           |            |           |         |  | emergency responders and drivers. A no build, or do nothing, alternative is also being evaluated  |
|         |           |            |           |         | lanes. The average rider does not want to pay more |   |
|         |           |            |           |         | tolls.   | Adding tolled express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide           |
|         |           |            |           |         |  | more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes,     |
|         |           |            |           |         |  | show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility    |
|         |           |            |           |         |  | for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as     |
|         |           |            |           |         |  | well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.   |
|         |           |            |           |         |  |   |
|         |           |            |           |         |  | As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities         |
|         |           |            |           |         |  | along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the                |
|         |           |            |           |         |  | Mobility35 Program and projects at this location: http://my35.org/capital/default.htm   |
|         |           |            |           |         |  | ······································  |
|         |           |            |           |         |  | TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE.         |
|         |           |            |           |         |  | The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase        |
|         |           |            |           |         |  | when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to l- |
|         |           |            |           |         |  | 35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other         |
|         |           |            |           |         |  |   |
|         |           |            |           |         |  | motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose        |
| 1       |           |            |           |         |  | lanes on I-35.  |
| 1       |           |            |           |         |  |   |
|         |           |            |           |         |  | The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general       |
| 1       |           |            |           |         |  | purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional        |
| 1       |           |            |           |         |  | vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable,                |
|         |           |            |           |         |  | congestion-free route, riding transit will be a true alternative to driving alone.  |
|         |           |            |           |         |  |   |

|      | 1 NI      | E N        | 5         |        |   | <u> </u>  |
|------|-----------|------------|-----------|--------|---|---|
| #    | Last Name | First Name | Date      | Method | Comment (Verbatim)  | Response  |
| 19 5 | Smajstrla | Jim        | 8/22/2016 | Email  | How ironic that this website is named "my35.org",             | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will     |
|      |           |            |           |        | when you are stealing I35 away from American                  | improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the   |
|      |           |            |           |        | citizens. The I35 right-of-way is public land, paid for       | Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes.          |
|      |           |            |           |        | with public money. Now it is being taken away to              | Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be |
|      |           |            |           |        | become a money making enterprise.                             | used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.         |
|      |           |            |           |        | And to make money for who? The Engineers at the               | As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities         |
|      |           |            |           |        | Cedar Ridge open house tonight had zero information           | along 1-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the                |
|      |           |            |           |        | about where the capital to do the construction will           | Mobility35 Program and projects at this location: http://my35.org/capital/default.htm   |
|      |           |            |           |        | come from, who will operate the tollway, and most             |   |
|      |           |            |           |        | importantly who will benefit from the collected tolls.        | TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE.         |
|      |           |            |           |        | importantly who will benefit norm the conceted tons.          | The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase        |
|      |           |            |           |        |   | when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I- |
|      |           |            |           |        |   | 35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other         |
|      |           |            |           |        |   | motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose        |
|      |           |            |           |        |   | lanes on I-35.  |
|      |           |            |           |        |   |   |
|      |           |            |           |        |   | The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general       |
|      |           |            |           |        |   | purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional        |
|      |           |            |           |        |   | vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable,                |
|      |           |            |           |        |   | congestion-free route, riding transit will be a true alternative to driving alone.  |
|      |           |            |           |        |   | Funding for the project and operation of the facility has not yet been identified.  |
|      |           |            |           |        | What has happened to the torrent of tax money being           | Gas taxes and vehicle registration fees, primary funding sources for roadway infrastructure, have remained static since 1991 even though        |
|      |           |            |           |        | collected that used to go to pay for highway projects?        | fuel costs have risen. When you factor in the state's significant population growth and demand on roadway infrastructure, funding has not       |
|      |           |            |           |        | Where has it been diverted to?                                | kept up with demand, and mobility is likely to continue to get worse. Generally speaking, there is a reluctance among elected officials to      |
|      |           |            |           |        |   | raise taxes in the state and because of this, innovative financing options (such as express lanes) are considered viable solutions to funding   |
|      |           |            |           |        |   | new projects.   |
|      |           |            |           |        | Simultaneously amusing and sad that the cross-                | We apologize for any confusion the typical sections may have caused. Existing lane widths on the mainlanes and frontage roads are 12 feet.      |
|      |           |            |           |        | section drawing comparing the before and after                | Proposed lane widths on the mainlanes, frontage roads and express lanes would also be 12 feet in most locations. The mainlanes and              |
|      |           |            |           |        | roadways are marked "not to scale". Is it to avoid            | frontage roads will not be narrowed to less than 11 feet wide where space constraints exist.  |
|      |           |            |           |        | showing the narrow "free" lanes and the nice wide toll lanes? |   |
|      |           |            |           |        | No other options considered other than toll lanes!            | Beginning in 2014, nine potential lane type alternatives for various modes were studied by the Mobility35 Program, including the addition of    |
|      |           |            |           |        | Absurd.   | high-occupancy vehicle (HOV or carpool) lanes. General purpose lanes, HOV, rail and other lane type alternatives did not advance because        |
|      |           |            |           |        |   | they did not provide the same reliability benefits for all I-35 users, including transit, emergency responders and drivers. A no build, or do   |
|      |           |            |           |        |   | nothing, alternative is also being evaluated.   |
|      |           |            |           |        | Truckers have chosen to stay on I35 rather than drive         | A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-      |
|      |           |            |           |        | extra miles and pay high rates on toll 130. So you will       | term Central Texas IH-35 Improvement Scenarios," found that attempts to re-route truck traffic from I-35 to SH 130 would have limited           |
|      |           |            |           |        | force them onto a tollway by making EVERYTHING a              | impact on I-35 congestion. The report cited two reasons for this:   |
|      |           |            |           |        | tollway. Devilish.  | • First, much of the truck traffic has an origin or destination near the corridor, making I-35 a desirable or necessary route.                  |
|      |           |            |           |        |   | Second, truck drivers traveling through the Austin area without stops generally find I-35 is the most efficient route for their delivery        |
|      |           |            |           |        |   | schedule.   |
|      |           |            |           |        |   | The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-at-            |
|      |           |            |           |        |   | home jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.  |
|      |           |            |           |        |   | nome jese, sente testine alle i se teste e alle e un periode and insteading attentiates to alle e dealpaney vende dage.                         |
|      |           |            |           |        |   |   |



| #  | Last Name | First Name | Date      | Method | Comment (Verbatim)   | Response  |
|----|-----------|------------|-----------|--------|--|---|
| π  | Last Name | Thatname   | Date      | Method |  | Please see response above.  |
|    |           |            |           |        | had zero information about whether the tolls are to pay    |   |
|    |           |            |           |        |  |   |
|    |           |            |           |        | for the roadways, how many years they would be in          |   |
|    |           |            |           |        | place, etc. Unfortunately, I'm guessing this is being      |   |
|    |           |            |           |        | planned as a permanent toll, to be another part of the     |   |
|    |           |            |           |        | tax stream to be wasted, rather than earmarked to pay      |   |
|    |           |            |           |        | for transportation infrastructure.                         |   |
|    |           |            |           |        |  |   |
| 20 | Lubenow   | John       | 8/23/2016 | Email  | Overall this plan is a waste of taxpayer's money and       | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will     |
|    |           |            |           |        | will do nothing to improve mobility in the North           | improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the   |
|    |           |            |           |        | Austin/Round Rock corridor. We need much more              | Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes.          |
|    |           |            |           |        |  | Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be |
|    |           |            |           |        | bring. The number of public busses and ride-share          | used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.         |
|    |           |            |           |        | vehicles in Round Rock is miniscule compared to the        |   |
|    |           |            |           |        | overall traffic volume on I35. What we really need is at   | As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities         |
|    |           |            |           |        | least 2 additional lanes of traffic flow, usable by all    | along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the                |
|    |           |            |           |        | drivers, in each direction. Expanding capacity is the      | Mobility35 Program and projects at this location: http://my35.org/capital/default.htm   |
|    |           |            |           |        | only way to improve the traffic flow on I35 due to the     |   |
|    |           |            |           |        | poor political decisions to locate 130 so far east that it | TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE.         |
|    |           |            |           |        | is unusable and the inability of our politicians to        | The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase        |
|    |           |            |           |        | expand capacity on MOPAC. Variable priced toll lanes       | when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I- |
|    |           |            |           |        | on Mopac have been a complete disaster going way           | 35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other         |
|    |           |            |           |        | over budget and taking years longer than estimated.        | motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose        |
|    |           |            |           |        | Studies have shown that the toll lanes will not reduce     | lanes on I-35.  |
|    |           |            |           |        | congestion and improve the mobility for the vast           |   |
|    |           |            |           |        | majority of drivers on the road. The toll lanes are        | The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general       |
|    |           |            |           |        | specifically priced to keep drivers off of them in order   | purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional        |
|    |           |            |           |        | to make busses move faster. That, in and of itself, is a   | vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable,                |
|    |           |            |           |        | political decision not an optimal engineering design.      | congestion-free route, riding transit will be a true alternative to driving alone.  |
|    |           |            |           |        | TxDot needs to get out of political decisions and get      |   |
|    |           |            |           |        | back to making good engineering decisions that             | In addition to the drawbacks described above associated with adding additional capacity in the form of general purpose lanes, adding            |
|    |           |            |           |        | improve traffic flow overall.                              | multiple lanes in each direction would require additional right-of-way. Right-of-way acquisition would require displacement of residences and   |
|    |           |            |           |        |  | businesses and violate one of the goals of the Mobility35 program: to minimize the need for additional right-of-way.                            |
|    |           |            |           |        |  |   |
|    |           |            |           |        |  |   |

| 21 N | Last Name<br>Mitchell | First Name<br>Bryan | Date<br>8/22/2016 | Method<br>Email | Comment (Verbatim)<br>What part of No More Toll Roads don't y'all understand<br>? We supposedly elected governor there was anti-toll. I<br>won't vote for anybody that votes for a toll road.<br>Especially when you let them have 50 and 100 year<br>leases with the option of more . If they reverted to a<br>free road after it was paid for I'd be ok with it.           | Response<br>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will<br>improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the<br>Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes.<br>Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be<br>used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.<br>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities<br>along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the |
|------|-----------------------|---------------------|-------------------|-----------------|--|---|
|      |                       |                     |                   |                 | Especially when you let them have 50 and 100 year leases with the option of more . If they reverted to a   | Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be<br>used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.<br>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities<br>along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the   |
|      |                       |                     |                   |                 | leases with the option of more . If they reverted to a   | used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.<br>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities<br>along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the  |
|      |                       |                     |                   |                 | free road after it was paid for I'd be ok with it.   | along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the  |
|      |                       |                     |                   |                 |  |   |
|      |                       |                     |                   |                 |  | Mobility35 Program and projects at this location: http://my35.org/capital/default.htm   |
|      |                       |                     |                   |                 |  | TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.   |
|      |                       |                     |                   |                 |  | The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general<br>purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional<br>vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable,<br>congestion-free route, riding transit will be a true alternative to driving alone.   |
|      |                       |                     |                   |                 | Raise the freaking gas tax !!!   | Gas taxes and vehicle registration fees, primary funding sources for roadway infrastructure, have remained static since 1991 even though fuel costs have risen. When you factor in the state's significant population growth and demand on roadway infrastructure, funding has not kept up with demand, and mobility is likely to continue to get worse. Generally speaking, there is a reluctance among elected officials to raise taxes in the state and because of this, innovative financing options (such as express lanes) are considered viable solutions to funding new projects.   |
| 22 L | ayton                 | Dale                | 8/22/2016         | Email           | do you have to toll every bloody highway in central<br>Texas? I am sick and tired of all the toll roads here in<br>the Austin area - seems like this is now the preferred<br>solution. How many toll roads or toll segments would<br>this make now in Central Texas? Is this all you can<br>come up with? The south segment of Toll 130 is losing<br>money - Mopac will too! | As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities   |
|      |                       |                     |                   |                 |  | along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm  |
|      |                       |                     |                   |                 |  | TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.   |
|      |                       |                     |                   |                 |  | The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.  |



| # | #     | Last Name | First Name | Date      | Method | Comment (Verbatim)  | Response   |
|---|-------|-----------|------------|-----------|--------|---|--|
| 2 | 23 Ke | eith      | Melody     | 8/22/2016 |        | I would rather taxes be increased instead of toll roads.<br>It is only beneficial to people that can pay the tolls. For | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, rid |
|   |       |           |            |           |        |   | raise taxes in the state and because of this, innovative financing options (such as express lanes) are considered viable solutions to funding  |

| -  | 1         |            |           |        |  |  |
|----|-----------|------------|-----------|--------|--|--|
| #  | Last Name | First Name | Date      | Method | Comment (Verbatim)   | Response   |
| 24 | Heater    | Stephen    | 8/22/2016 | Email  | I'm all for improvements to the 16 mile stretch of I-35<br>but I am 100% against more toll lanes.  | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.  |
|    |           |            |           |        | Please don't toll us, just raise the gas tax.  | The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.   |
|    |           |            |           |        |  | new projects.  |
| 25 | Hollis    | Teresa     | 8/22/2016 | VOH    | Please do not add toll roads to ih35. Round Rock,<br>Hutto and Pflugerville could use public transportation,<br>such as a bus line, but but[sic] toll roads. | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit a |

Last updated: 10/5/2016



| E N.  |           |               |   | <b></b>  |
|-------|-----------|---------------|---|--|
|       |           |               |   | Response   |
| N/A   | 8/22/2016 | VOH           | I agree highways and streets are constructed with<br>taxpayers money; so we should not have to pay to<br>drive on them! | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes to I-35.  |
|       |           |               |   | The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.   |
| Ciera | 8/22/2016 | VOH           | Please don't add tool express lanes to 35 for the love<br>of God  | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a tru |
|       |           | N/A 8/22/2016 | N/A 8/22/2016 VOH   | N/A         8/22/2016         VOH         I agree highways and streets are constructed with taxpayers money; so we should not have to pay to drive on them!           Ciera         8/22/2016         VOH         Please don't add tool express lanes to 35 for the love   |

| #  | Last Name  | First Name | Date      | Method | Comment (Verbatim)   | Response  |
|----|------------|------------|-----------|--------|--|---|
| 28 | Branstiter | Nancy      | 8/22/2016 | VOH    | TXDOT should NOT tax citizens twice.<br>First at the gas pump and then again by tolling once<br>non-tolled roads.  | Thank you for taking the time to provide your input. Gas taxes and vehicle registration fees, primary funding sources for roadway<br>infrastructure, have remained static since 1991 even though fuel costs have risen. When you factor in the state's significant population<br>growth and demand on roadway infrastructure, funding has not kept up with demand, and mobility is likely to continue to get worse.<br>Generally speaking, there is a reluctance among elected officials to raise taxes in the state and because of this, innovative financing<br>options (such as express lanes) are considered viable solutions to funding new projects.  |
|    |            |            |           |        | I realize that drivers do not have to use the toll lanes;<br>however, only those with excess disposable income<br>will use the tolled portion.<br>A better name for these lanes would be "Wealthy<br>Lanes."   | Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.   |
|    |            |            |           |        |  | As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm  |
|    |            |            |           |        |  | TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE.<br>The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase<br>when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-<br>35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other<br>motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose<br>lanes on I-35. |
|    |            |            |           |        |  | The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a true alternative to driving alone.  |
| 29 | Stalnaker  | Lee        | 8/22/2016 | VOH    | Will there ever be Direct Connectors from SH45 West<br>bound to IH35 South bound and from IH35 North<br>bound to SH45 East bound? If these connectors had<br>been created when the original SH45 was built I would<br>have been using it all this time as I live in Bradford<br>Park Round Rock. Just think of the Hundreds of<br>Thousands of dollars a year that are not being<br>collected because of this Oversight. Please get<br>someone talking about this. | Thank you for taking the time to provide your input.<br>The determination to construct roadway improvements is based on current and forecasted traffic needs. SH45 direct connections are not<br>currently listed in the CAMPO 2040 plan and are not currently in the project development process.  |

| # Last Name | First Name | Date      | Method | Comment (Verbatim)   | Response   |
|-------------|------------|-----------|--------|--|--|
| 30 Powell   | Pat        | 8/22/2016 |        | no-build alternative.<br>No express lane<br>It should stay free like it is<br>Free HOV lane instead is a better option | Thank you for taking the time to provide your input. Beginning in 2014, nine potential lane type alternatives for various modes were studied<br>by the Mobility35 Program, including the addition of high-occupancy vehicle (HOV or carpool) lanes. General purpose lanes, HOV, rail and<br>other lane type alternatives did not advance because they did not provide the same reliability benefits for all I-35 users, including transit,<br>emergency responders and drivers. A no build, or do nothing, alternative is also being evaluated.<br>HOV (carpool) lanes would not maximize use of the available roadway capacity. Research has shown that lanes are under-utilized on roads<br>where HOV access is limited to vehicles with three or more passengers. Conversely, when HOV access is granted to any vehicle with two or<br>more passengers, the lanes are over-utilized. The Texas A&M Transportation Institute reported that as of spring 2013, Departments of<br>Transportation across the country had converted or planned to convert 24 HOV lanes to either express lanes or high occupancy toll lanes.<br>Reliability in carpool lanes cannot be assured without a variable toll pricing component, which is required to manage the number of vehicles<br>in the lanes and to ensure a reliable travel time even when the general purpose lanes are congested.   |
| 31 Powell   | Randy      | 8/22/2016 | VOH    | No express lane on the I-35  | <ul> <li>Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</li> <li>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm</li> <li>TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.</li> <li>The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lan</li></ul> |

|    | T         |            |           |        |   |  |
|----|-----------|------------|-----------|--------|---|--|
| #  | Last Name | First Name | Date      | Method | Comment (Verbatim)  | Response   |
| 3: | 2 N/A     | Julian     | 8/22/2016 | VOH    | The express lanes should not be tolled at all. Your<br>plan for SH130 to be a loop around Austin and<br>alleviate traffic has not worked. You have created a<br>toll lane and made it a hinderance and expensive for<br>drivers to go around Austin.<br>The solution should be a FREE HOV lane, during rush<br>hour, and a toll lane (if you must) during non-rush<br>hours. This would be similar to Houston's HOV lane<br>that is free during rush hour and is tolled at all other<br>times. This will not ensure more safety with higher<br>occupancy vehicles, but an incentive for them to ride-<br>share and use public transportation which would be<br>allowed on the HOVs as well. | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable,   |
| 3: | Powell    | Gabriella  | 8/22/2016 | VOH    | no-build alternative express lane on the I-36 corridor  | Thanky you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorids because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. When a driver chooses to use the express lanes or general purpose lanes on a driver site and a direction will remain free and drivers will have the choice to use the express lanes for additional vehicles. Transit and emergency vehicles would use the express lane, more space is available in the |

| #  | Last Name | First Name | Date      | Method | Comment (Verbatim)  | Response   |
|----|-----------|------------|-----------|--------|---|--|
| 34 | N/A       | Julian     | 8/22/2016 | VOH    | Your end of the Express Lane on the northbound side<br>should end with the ability to take the 1431 exit, which<br>is a main thoroghfare for North Round Rock. Ending it<br>past that point would be a hinderance to traffic.<br>You could use the same option on Northbound Mopac,<br>where there is an exit to get off at Parmer, yet it<br>continues past Mopac to connect with the 45 toll road   | Thank you for taking the time to provide your input.<br>Proposed access points are being determined through traffic modeling, which is currently underway as part of the environmental study for<br>the project. Based on current modeling efforts, users will exit south of FM 3406 to access RM 1431. Placing the exit at this location will<br>accommodate the needed weaving distance from the express lane exit to the general purpose lane exit.   |
| 35 | Rush      | Heather    | 8/22/2016 | VOH    | I do not want another tollway with only one express<br>way. There has to be a better solution that is more<br>affordable to the public.   | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a tru |
| 36 | Best      | Brett      | 8/22/2016 | VOH    | Looks promising! Is there space for an additional main<br>lane on each side as well as the express lanes? It<br>would help in general to reduce congestion, but<br>specifically I'm thinking of Northbound I-35 where 3<br>lanes of TX-45 toll traffic merge together with 3 lanes<br>of I-35 traffic and then all squeeze into only 3 lanes.<br>Keep up the good work as far as I-35 improvements<br>go. Even "small" improvements will add up to a better<br>driving experience.<br>Thanks!<br>-Brett | Thank you for taking the time to provide your input.<br>Because the corridor is heavily populated by residents and businesses, and one of the goals of the Mobility35 program is to minimize the need for additional right-of-way, the program proposes the addition of only one lane in each direction.<br>Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.<br>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm  |



| #  | Last Name | First Name | Date      | Method | Comment (Verbatim)                     | Response   |
|----|-----------|------------|-----------|--------|--|--|
| 37 | N/A       | N/A        | 8/22/2016 | VOH    | I-35 toll road through Round Rock: NO! | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit a |
|    |           |            |           |        |  | A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-<br>term Central Texas IH-35 Improvement Scenarios," found that attempts to re-route truck traffic from I-35 to SH 130 would have limited<br>impact on<br>I-35 congestion. The report cited two reasons for this:<br>• First, much of the truck traffic has an origin or destination near the corridor, making I-35 a desirable or necessary route.<br>• Second, truck drivers traveling through the Austin area without stops generally find I-35 is the most efficient route for their delivery<br>schedule.<br>The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-at-<br>home jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.   |

|    |           |            |           |        |  | ~   |
|----|-----------|------------|-----------|--------|--|---|
| #  | Last Name | First Name | Date      | Method | Comment (Verbatim)                                       |   |
| 38 | N/A       | Bill       | 8/22/2016 |        | This City has become Toll-Road happy. All Roads          | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will     |
|    |           |            |           |        | across the entire country were built on Tax Dollars.     | improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the   |
|    |           |            |           |        | There are areas of this country that are 100 times       | Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes.          |
|    |           |            |           |        | more topologically challenging than this mostly flat     | Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be |
|    |           |            |           |        | Texas, and were not tolled. There are toll roads         | used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.         |
|    |           |            |           |        | elsewhere, but this State generates enough revenue to    |   |
|    |           |            |           |        | pay for new and updated highway systems. It is just      | As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities         |
|    |           |            |           |        |  | along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the                |
|    |           |            |           |        | which you have done for years by not adding              | Mobility35 Program and projects at this location: http://my35.org/capital/default.htm   |
|    |           |            |           |        | connectors at IH-35/Hwy-183, Hwy-183/290, IH-            |   |
|    |           |            |           |        | 35/SH-45, as you have on the west at Mopac/Hwy-          | TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE.         |
|    |           |            |           |        | 183. But this not about connectors. It is about          | The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase        |
|    |           |            |           |        | planning for the future, and Austin will never sail into | when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I- |
|    |           |            |           |        | the future until it stops thinking weird!                | 35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other         |
|    |           |            |           |        |  | motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose        |
|    |           |            |           |        |  | lanes on I-35.  |
|    |           |            |           |        |  |   |
|    |           |            |           |        |  | The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general       |
|    |           |            |           |        |  | purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional        |
|    |           |            |           |        |  | vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable,                |
|    |           |            |           |        |  | congestion-free route, riding transit will be a true alternative to driving alone.  |
|    |           |            |           |        |  |   |
| 39 | Gonzales  | Sandy      | 8/23/2016 | VOH    | No more tolls. The tolls are way too expensive and truly | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will     |
|    |           |            |           |        | unAmerican. We pay over 50% of our wages in taxes        | improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the   |
|    |           |            |           |        | and now all the TxDot can think of is taking more.       | Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes.          |
|    |           |            |           |        | C C  | Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be |
|    |           |            |           |        |  | used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.         |
|    |           |            |           |        |  |   |
|    |           |            |           |        |  | As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities         |
|    |           |            |           |        |  | along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the                |
|    |           |            |           |        |  | Mobility35 Program and projects at this location: http://my35.org/capital/default.htm   |
|    |           |            |           |        |  |   |
|    |           |            |           |        |  | TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE.         |
|    |           |            |           |        |  | The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase        |
|    |           |            |           |        |  | when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I- |
|    |           |            |           |        |  | 35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other         |
|    |           |            |           |        |  | motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose        |
|    |           |            |           |        |  | lanes on I-35.  |
|    |           |            |           |        |  |   |
|    |           |            |           |        |  | The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general       |
|    |           |            |           |        |  | purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional        |
|    |           |            |           |        |  | vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable,                |
|    |           |            |           |        |  | congestion-free route, riding transit will be a true alternative to driving alone.  |
|    |           |            |           |        |  |   |
|    |           |            |           |        | I think a public independent audit should be done on     | Gas taxes and vehicle registration fees, primary funding sources for roadway infrastructure, have remained static since 1991 even though        |
|    |           |            |           |        | what in the world you are doing with our road/gasoline   |   |
|    |           |            |           |        | taxes.   | kept up with demand, and mobility is likely to continue to get worse. Generally speaking, there is a reluctance among elected officials to      |
|    |           |            |           |        | (u.c.s.  | raise taxes in the state and because of this, innovative financing options (such as express lanes) are considered viable solutions to funding   |
|    |           |            |           |        | Bo to tolls!   | new projects.   |
|    |           |            |           |        |  |   |



| #  | Last Name | First Name | Date      | Method | Comment (Verbatim)  | Response   |
|----|-----------|------------|-----------|--------|---|--|
| 40 |           | N/A        | 8/23/2016 | VOH    | I am sick and tired of at every turn some non-thinking<br>forth point of contact (that's your rear end - in military<br>speak) wants to "make things better" by sticking a<br>toll/charge on it. Instead of spending money on these<br>silly "public input" events, why don't you add some<br>congestion fixes that take care of the problems and<br>not try to separate those who are willing to pay extra to<br>go around those who are stuck in traffic. If you would<br>use common sense to take care of the congestion by<br>enforcing the passing lanes keeping slower traffic from<br>slowing those going faster. Open up choke points and<br>extend on and off ramps so that they can merge at<br>highway speeds. | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit a |
|    |           |            |           |        | - use the money you looking to waste on this toll road<br>project and buy out SH130 making it a free for people<br>to bypass Austin altogether. There are many options<br>that can fix this problem/issue other than cramming<br>another toll road down our throats. So - my answer and<br>that of my family and friends is NO!   | <ul> <li>A 2013 report by the Texas A&amp;M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-term Central Texas IH-35 Improvement Scenarios," found that attempts to re-route truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. The report cited two reasons for this:</li> <li>First, much of the truck traffic has an origin or destination near the corridor, making I-35 a desirable or necessary route.</li> <li>Second, truck drivers traveling through the Austin area without stops generally find I-35 is the most efficient route for their delivery schedule.</li> <li>The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-athome jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.</li> </ul>   |

| #  | Last Name | First Name | Date      | Method | Comment (Verbatim)   | Response   |
|----|-----------|------------|-----------|--------|--|--|
| 41 | Banks     | Jody       | 8/23/2016 |        | Could we PLEASE find another option WITHOUT adding<br>more toll roads to this area? We are tolling this area to<br>death!! What are our tax dollars doing if we are being<br>paying tolls at every turn? | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit a |
|    |           |            |           |        |  | A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-<br>term Central Texas IH-35 Improvement Scenarios," found that more than 85% of trips on I-35 have a destination in the Mobility35 program<br>area. Because both trucks and individuals often have destinations near I-35, attempts to re-route traffic from I-35 to SH 130 would have<br>limited impact on I-35 congestion.<br>The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-at-<br>home jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.  |

| #       | Last Name           | First Name | Date      | Method | Comment (Verbatim)   | Response  |
|---------|---------------------|------------|-----------|--------|--|---|
| #<br>42 |                     | N/A        | 8/23/2016 |        | I was unable to attend the meeting due to work and         | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will     |
| 72      | <b>v</b> / <b>x</b> |            | 0,20,2010 | von    | the last minute notification received regarding the        | improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the   |
|         |                     |            |           |        | North 16-Mile Comprehensive project. While yes the         | Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes.          |
|         |                     |            |           |        | entrance and exit lanes need improvement by either         | Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be |
|         |                     |            |           |        | making them longer or having the exits be more             | used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.         |
|         |                     |            |           |        | separated especially along the 620 and Hesters             |   |
|         |                     |            |           |        | Crossing area of 35, HOWEVER a toll lane of any kind       | As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities         |
|         |                     |            |           |        | is not the answer. If there were less toll roads in the    | along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the                |
|         |                     |            |           |        | area I can almost guarantee that there would be less       | Mobility35 Program and projects at this location: http://my35.org/capital/default.htm   |
|         |                     |            |           |        | traffic on 35. Many people cannot afford the high tolls    |   |
|         |                     |            |           |        | on these roads, adding a toll express lane will only       | TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE.         |
|         |                     |            |           |        | take up valuable space, that is extremely minimal to       | The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase        |
|         |                     |            |           |        | begin with, to remain mostly empty. There needs to be      | when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I- |
|         |                     |            |           |        | better solutions that the daily driver does not need to    | 35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other         |
|         |                     |            |           |        | pay the price for. We already pay taxes when               | motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose        |
|         |                     |            |           |        | registering our vehicles, when purchasing gas and          | lanes on I-35.  |
|         |                     |            |           |        | then we also pay property taxes which all feeds into       |   |
|         |                     |            |           |        | the transit department funds. Millions and Millions of     | The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general       |
|         |                     |            |           |        |  | purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional        |
|         |                     |            |           |        | quite honestly is a disaster. Take a drive to the area     | vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable,                |
|         |                     |            |           |        | one afternoon at about 5:30 or even on a Saturday          | congestion-free route, riding transit will be a true alternative to driving alone.  |
|         |                     |            |           |        | afternoon, the traffic has not been helped in anyway, I    |   |
|         |                     |            |           |        | think it is actually worse and I do all I can to avoid the |   |
|         |                     |            |           |        | area.  |   |
|         |                     |            |           |        |  |   |
|         |                     |            |           |        |  |   |
|         |                     |            |           |        | My suggestion, remove the tolls on 45 and 183 and I        | A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-      |
|         |                     |            |           |        | am sure traffic would go down along I35. Also, all the     | term Central Texas IH-35 Improvement Scenarios," found that more than 85% of trips on I-35 have a destination in the Mobility35 program         |
|         |                     |            |           |        | money spent on 130?? what was that for? Again,             | area. Because both trucks and individuals often have destinations near I-35, attempts to re-route traffic from I-35 to SH 130 would have        |
|         |                     |            |           |        | valuable real estate for traffic that many avoid due to    | limited impact on I-35 congestion.  |
|         |                     |            |           |        | the high tolls.  |   |
|         |                     |            |           |        | If the tolls are a necessary evil (which I am sure they    | The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-at-            |
|         |                     |            | 1         |        | are) then require a toll for only entrance or exit (not    | home jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.  |
|         |                     |            |           |        | both) AND remove the toll charges every other mile!        |   |
|         |                     |            |           |        | That is just ridiculous!                                   |   |
|         |                     |            |           |        | Texas is the best state in the country! Lets treat all our |   |
|         |                     |            |           |        | residents with respect and stop robbing them and           |   |
|         |                     |            | 1         |        | creating more troubles with more tolls and instead fix     |   |
|         |                     |            | 1         |        | the issues that have been caused by the poor planning      |   |
|         |                     |            |           |        | in the first place.  |   |

| #  | Last Name | First Name | Date      | Method | Comment (Verbatim)  | Response  |
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| 43 | N/A       | N/A        | 8/23/2016 | VOH    | One of the major throughput issues travelling through   | Thank you for taking the time to provide your input.  |
|    |           |            |           |        | Round Rock on I-35 is the inability for westbound 45<br>drivers to merge south onto I-35 and similarly for<br>northbound I-35 drivers to merge directly onto 45<br>eastbound or westbound.<br>When 45 was built, they even included some<br>provisions to make this possible - and it needs to<br>happen. The amount of traffic on Louis Henna / 45<br>access road westbound in the mornings is obscene<br>and most of them are just trying to get to 35. Similarly<br>in the evening the amount of I-35 traffic that redirects<br>to Greenlawn and Louis Henna in an attempt to reach<br>45 is terrible. All of these routes incur numerous<br>streetlights and passing through congested areas.<br>This would be a huge benefit to all travelers by<br>removing on/off traffic on both the highways and<br>access roads.  | The determination to construct roadway improvements is based on current and forecasted traffic needs. SH45 direct connections are not currently listed in the CAMPO 2040 plan and are not currently in the project development process. |
| 44 | McMurray  | Nicholas   | 8/23/2016 | VOH    | I am all for the full option of NB and SB express lanes<br>with the future lane option. The proposed express<br>entrance and exit markers appear adequate as well.<br>My largest concern appears to be handled by another<br>project, according to the schematics included. The<br>single biggest point of congestion, in the Round Rock<br>area, is on IH35 SB between 3406 and 620. The<br>entrance ramp on the north end of 620 is the culprit,<br>but I see plans for improvement that look good in the<br>roll out. The next issue is the entrance ramp from<br>SH45 to NB IH35. I do not see a fix for this in the roll<br>out, though I may have missed it as there's a lot going<br>on in that area. That ramp needs an extended<br>entrance path as traffic continually backs up on the<br>ramp and on NB IH35 before the merger. I am<br>concerned that the express lanes are only proposed<br>for the North and South plans. The biggest point of<br>failure in the greater capital area is in the Central area,<br>between 183 and Slaughter Ln. This entire stretch<br>needs to be reconfigured, and with express lanes. The<br>biggest problem areas being the upper / lower deck<br>merger on SB IH35, the upper / lower desk split on NB<br>IH35, the William Cannon exit on SB IH35, and the<br>Riverside underpass on NB & SB IH35. |   |

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| 45 | Nugent    | Wesley     | 8/23/2016 | voн    | The mopac expressway has been a disaster and will<br>not mitigate much traffic. There are no public transit<br>options all the way into Round Rock (Old Settlers) from<br>Austin so the public transit is not a viable reason for<br>this type of upgrade. This will cause severe traffic<br>issues on an already congested freeway that is used<br>not only by local residents but by travelers that are<br>passing through. 130 has not reduced congestion,<br>and this will not have much of a benefit either.<br>Instead, building an HOA would be more helpful or<br>increasing regular lanes of traffic to accommodate<br>more traffic. I think it's a travesty that a city as large<br>as Austin does not have any HOA lanes and instead<br>insists on building expensive, unused, toll roads that<br>do not actually provide any benefit. | Thank you for taking the time to provide your input. Beginning in 2014, nine potential lane type alternatives for various modes were studied<br>by the Mobility35 Program, including the addition of high-occupancy vehicle (HOV or carpool) lanes. General purpose lanes, HOV, rail and<br>other lane type alternatives did not advance because they did not provide the same reliability benefits for all I-35 users, including transit,<br>emergency responders and drivers. A no build, or do nothing, alternative is also being evaluated.<br>HOV (carpool) lanes would not maximize use of the available roadway capacity. Research has shown that lanes are under-utilized on roads<br>where HOV access is limited to vehicles with three or more passengers. Conversely, when HOV access is granted to any vehicle with two or<br>more passengers, the lanes are over-utilized. The Texas A&M Transportation Institute reported that as of spring 2013, Departments of<br>Transportation across the country had converted or planned to convert 24 HOV lanes to either express lanes or high occupancy toll lanes.<br>Reliability in carpool lanes cannot be assured without a variable toll pricing component, which is required to manage the number of vehicles<br>in the lanes and to ensure a reliable travel time even when the general purpose lanes are congested. |
| 46 | N/A       | N/A        | 8/23/2016 | VOH    | Is anything going to be done to the northbound<br>entrance to IH-35 north of 290 where traffic entering<br>the highway has to jockey around the traffic exiting IH-<br>35. Then once you are entering the highway traffic<br>comes to a halt due to traffic cutting over and trying to<br>get to the westbound 183 flyover.<br>This whole area from 290 to 183 needs to be<br>completely torn up and redone so that the flow of<br>traffic does not come to a screeching halt at rush hour.<br>Look to the southbound exit and entrance to IH-35 at<br>290, this is how the northbound should be.   | Thank you for taking the time to provide your input. The portion of I-35 from Rundberg Lane to US 290 East is a part of a separate stand-<br>alone project that includes improvements to the US 183 interchange. This project is currently in the detailed design phase and, if funding is<br>identified, construction could begin as soon as fall 2017. You can find more information about the Mobility35 Program and projects at this<br>location: http://my35.org/capital/default.htm  |

| #  | Last Name | First Name | Date      | Method | Comment (Verbatim)  | Response   |
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| 47 | N/A       | N/A        | 8/23/2016 | VOH    | No tolls for RR on I35. Will not help & would be under<br>construction too long.                              | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a tru |
|    |           |            |           |        | Tolls are expensive and we are not using I30 as is.<br>Trucks should get that toll free to keep them off I35. | <ul> <li>A 2013 report by the Texas A&amp;M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-term Central Texas IH-35 Improvement Scenarios," found that attempts to re-route truck traffic from I-35 to SH 130 would have limited impact on</li> <li>I-35 congestion. The report cited two reasons for this:</li> <li>First, much of the truck traffic has an origin or destination near the corridor, making I-35 a desirable or necessary route.</li> <li>Second, truck drivers traveling through the Austin area without stops generally find I-35 is the most efficient route for their delivery schedule.</li> <li>The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-athome jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.</li> </ul>  |

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|-----|----------|--------|------------|-----------|--------|--|--|
| #   |          | t Name | First Name | Date      | Method | Comment (Verbatim)   | Response Thank you for taking the time to provide your input. Adding everyoe longer along with other readyou improvements planned for the area, will   |
| 48  | N/A      |        | //A        | 8/23/2016 | VOH    |  | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit a |
| 49  | Villarre | eal F  | Rudy       | 8/23/2016 |        | that we should complete the direct connectors between northbound I35 and east/west tollway SH45. | Thank you for taking the time to provide your input.<br>The determination to construct roadway improvements is based on current and forecasted traffic needs. SH45 direct connections are not<br>currently listed in the CAMPO 2040 plan and are not currently in the project development process.   |

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| #  | Last Name   | First Name  | Date      | Method | Comment (Verbatim)   | Response  |
| 50 | N/A         | N/A         | 8/23/2016 | VUH    | We already have enough toll roads in Austin. In fact a   | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will     |
|    |             |             |           |        | toll road was built to fix this issue already. It goes from  | improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the   |
|    |             |             |           |        | Buda to Georgetown now. I do not see how we can add  |   |
|    |             |             |           |        | more tolls based on that fact. Every main entry in/out   | Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be |
|    |             |             |           |        | of Austin will be tolled and this is getting ridiculous.   | used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.         |
|    |             |             |           |        | Everything you have proposed doesn't address the   | As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities         |
|    |             |             |           |        | bottle neck of downtown. Once you hit the area around  | along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the                |
|    |             |             |           |        | the lakes it stops because it is to tight. That area needs to be fixed and traffic will flow better as well. | Mobility35 Program and projects at this location: http://my35.org/capital/default.htm   |
|    |             |             |           |        |  | TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE.         |
|    |             |             |           |        |  | The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase        |
|    |             |             |           |        |  | when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I- |
|    |             |             |           |        |  | 35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other         |
|    |             |             |           |        |  | motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose        |
|    |             |             |           |        |  | lanes on I-35.  |
|    |             |             |           |        |  | The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general       |
|    |             |             |           |        |  | purpose lanes on 1-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional        |
|    |             |             |           |        |  | vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable,                |
|    |             |             |           |        |  | congestion-free route, riding transit will be a true alternative to driving alone.  |
|    |             |             |           |        |  |   |
|    |             |             |           |        | If you put in an actual loop around the city that is not   | A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-      |
|    |             |             |           |        | tolled it will get used a ton.   | term Central Texas IH-35 Improvement Scenarios," found that attempts to re-route truck traffic from I-35 to SH 130 would have limited impact on |
|    |             |             |           |        |  | 1-35 congestion. The report cited two reasons for this:   |
|    |             |             |           |        |  | • First, much of the truck traffic has an origin or destination near the corridor, making I-35 a desirable or necessary route.                  |
|    |             |             |           |        |  | Second, truck drivers traveling through the Austin area without stops generally find 1-35 is the most efficient route for their delivery        |
|    |             |             |           |        |  | schedule.   |
|    |             |             |           |        |  | The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-at-            |
|    |             |             |           |        |  | home jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.  |
|    |             |             |           |        |  |   |
|    |             |             |           |        | Also since we are at it why hasn't any rail been put in  | Based on results of the Planning and Environmental Linkages Study, passenger rail along I-35 is not a feasible alternative within current       |
|    |             |             |           |        | while there is construction going on? Not the light rail   | planning efforts for a few reasons, including:  |
|    |             |             |           |        | failure to Cedar Park either but a subway system like  | • Placing rail along I-35 would require right of way acquisition and much more reconstruction of I-35 than what is currently planned. This is   |
|    |             |             |           |        | they use in the larger cities such as New York, Chicago,   | partly due to the fact that rail requires flatter grades and longer curves than a roadway.  |
|    |             |             |           |        | Washington D.C. and so on. The rock cannot be too  | • Bridges that cross over I-35 would not provide adequate clearance for rail, and I-35 bridges over cross streets would not have adequate       |
|    |             |             |           |        | hard as you want to put a underground passage  | structural capacity for rail vehicles, which would require reconstruction of most roadway bridge structures in the corridor.                    |
|    |             |             |           |        | through downtown as well.  |   |
|    |             |             |           |        |  |   |
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|   |     |           | Martin     | 8/23/2016 |        | highways.<br>This solution by default will not lower traffic as much<br>as a regular extra lane would do, and is not a good use<br>of land. | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable, congestion-free route, riding transit will be a tru |
| 5 | 2 N | √/A       | N/A        | 8/23/2016 | VOH    |   | Thank you for taking the time to provide your input. A separate stand-alone project at McNeil proposes to change the geometry of the ramps<br>and add auxiliary lanes.   |

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|    |           |            |           |        | Also, I am opposed to toll lanes on 35.  | Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35.   |
| 53 | N/A       | George     | 8/23/2016 | VOH    | I recently moved here from Florida we had just a few<br>years before I left put these variable toll Lanes in on a<br>major highway it did not benefit in the way that they<br>expected it to while it will allow people going from one<br>into the city to the other to commute on it anybody in<br>between suffered greatly this drastically reduced the<br>efficiency of the remaining three lanes and with the<br>price of the toll Lanes being variable and ended up<br>being high during hours it was needed it reduced<br>drastically the actual use of the toll road I would not<br>recommend this I would strongly recommend against it<br>and looking for another solution. | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit a |

| Γ | ¥ | Last Name | First Name      | Date      | Method | Comment (Verbatim)  | Response   |
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|   |   |           |                 |           |        | As to the safety of these things they were done with a  | The decision on design for dividers between the express lanes and general purpose lanes has not been made yet. These details will be determined during the detailed/final design stage of project development. Safety for all roadway users will be an important consideration in  |
| Ę | 4 |           | Average Citizen | 8/24/2016 |        | great job that has done to alleviate traffic through<br>Austin on I-35. Some say trying the same thing over<br>and over expecting different results suggests insanity!<br>Just add lanes or make 130 free. Oh and observe what<br>is about to happen on Mopac with the new express<br>lanes | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit a |

| _ |           | 1 N       | <b>-</b>          | <b>D</b>  |               |   | <u> </u>   |
|---|-----------|-----------|-------------------|-----------|---------------|---|--|
|   | #<br>55 N | Last Name | First Name<br>N/A | Date      | Method<br>VOH | Comment (Verbatim)                                    | Response   |
| : | יו כמ     | I/A       | IN/A              | 8/24/2016 | -             | I couldn't make it to Cedar Ridge High for the open   | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will  |
|   |           |           |                   |           |               |   | improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. |
|   |           |           |                   |           |               | making the new lane/road a toll road. Why does        | Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be  |
|   |           |           |                   |           |               |   | used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.  |
|   |           |           |                   |           |               | department in need of money THAT badly that every     | used by pedestrians and bicyclists), as well as sidewains and bicycle lanes at easy west connections that other wise would not be built.   |
|   |           |           |                   |           |               |   | As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities  |
|   |           |           |                   |           |               |   | along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the   |
|   |           |           |                   |           |               |   | Mobility35 Program and projects at this location: http://my35.org/capital/default.htm  |
|   |           |           |                   |           |               |   |  |
|   |           |           |                   |           |               |   | TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE.  |
|   |           |           |                   |           |               |   | The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase   |
|   |           |           |                   |           |               |   | when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-  |
|   |           |           |                   |           |               |   | 35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other  |
|   |           |           |                   |           |               |   | motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose   |
|   |           |           |                   |           |               |   | lanes on I-35.   |
|   |           |           |                   |           |               |   |  |
|   |           |           |                   |           |               |   | The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general  |
|   |           |           |                   |           |               |   | purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional   |
|   |           |           |                   |           |               |   | vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable,   |
|   |           |           |                   |           |               |   | congestion-free route, riding transit will be a true alternative to driving alone.   |
|   |           |           |                   |           |               |   |  |
| Ę | 56 N      | I/A       | N/A               | 8/24/2016 | VOH           | Why do we pay taxes for roads and infrastructure when | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will  |
|   |           |           |                   |           |               | the only solution you can come up with is yet another | improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the  |
|   |           |           |                   |           |               | -   | Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes.   |
|   |           |           |                   |           |               |   | Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be  |
|   |           |           |                   |           |               |   | used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.  |
|   |           |           |                   |           |               | our hard earned money!!!!                             |  |
|   |           |           |                   |           |               |   | As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities<br>along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the          |
|   |           |           |                   |           |               |   | Mobility35 Program and projects at this location: http://my35.org/capital/default.htm  |
|   |           |           |                   |           |               |   | Mobilityss Program and projects at this location. http://myss.org/capita/ueraut.htm  |
|   |           |           |                   |           |               |   | TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE.  |
|   |           |           |                   |           |               |   | The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase   |
|   |           |           |                   |           |               |   | when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-  |
|   |           |           |                   |           |               |   | 35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other  |
|   |           |           |                   |           |               |   | motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose   |
|   |           |           |                   |           |               |   | lanes on I-35.   |
|   |           |           |                   |           |               |   |  |
|   |           |           |                   |           |               |   | The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general  |
|   |           |           |                   |           |               |   | purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional   |
|   |           |           |                   |           |               |   | vehicles. Transit and emergency vehicles would use the express lanes at no charge. Because buses will have access to a reliable,   |
|   |           |           |                   |           |               |   | congestion-free route, riding transit will be a true alternative to driving alone.   |
|   |           |           |                   |           |               |   |  |
|   |           |           |                   |           |               |   |  |

| # Last Name | First Name | Date      | Method | Comment (Verbatim)  | Response   |
|-------------|------------|-----------|--------|---|--|
| 57 N/A      | N/A        | 8/24/2016 | VOH    | l oppose this project. This will not ease the I35<br>highway congestion. It is wasting money.   | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of I-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to I-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. The three existing I-35 mainlanes in each direction will remain free and drivers will have the choice to use the express lanes or general purpose lanes on I-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit a |
| 58 Lewis    | Lauren     | 8/27/2016 | VOH    | I would like to see the State of Texas/TxDot purchase<br>the 130 tollway, make it a free road, and require<br>through traffic, especially trucks, use it instead of<br>IH35. This would eliminate a large amount of traffic<br>through downtown Austin and would eliminate the<br>majority of 18 wheelers from going through downtown<br>on IH35. Since 130 is already built and since it is way<br>underutilized, I believe that this is a viable solution to<br>the current IH35 traffic problem and could be an<br>immediate solution.<br>Upon the creation of NAFTA, the truck traffic through<br>downtown Austin has steadily gotten worse. Routing<br>these trucks around Austin on 130 seems reasonable,<br>as there is no need for them to go through downtown.<br>If 130 were free, I believe that the truckers would<br>prefer going around Austin to gain time.<br>Please give this great consideration.<br>Thank you! | Thank you for taking the time to provide your input. A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility<br>Investment Priorities Under TxDOT Rider 42: Long-term Central Texas IH-35 Improvement Scenarios," found that attempts to re-route truck<br>traffic from I-35 to SH 130 would have limited impact on I-35 congestion. The report cited two reasons for this:<br>• First, much of the truck traffic has an origin or destination near the corridor, making I-35 a desirable or necessary route.<br>• Second, truck drivers traveling through the Austin area without stops generally find I-35 is the most efficient route for their delivery<br>schedule.<br>The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-at-<br>home jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.  |

|                    | Lest New   | First Name | Data      | Mathad |  | Descent  |
|--------------------|------------|------------|-----------|--------|--|--|
| #                  | Last Name  | First Name | Date      | Method | Comment (Verbatim)   | Response   |
| <del>#</del><br>59 | Collins    | Andrew     | 9/1/2016  | VOH    | I think it's simply wild that TxDOT refuses to use<br>already collected taxes and fees to take care of the<br>existing infrastructure and the growth that's been<br>added to the area. Asking citizens to pay more tolls on<br>massive projects that provide marginal benefits is just<br>wrong. | Thank you for taking the time to provide your input. Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along 1-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along 1-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm TxDOT is also studying ways to provide more capacity by adding a single express lane in each direction of 1-35 from RM 1431 to SH 45SE. The express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. Previous planning studies determined that the addition of general purpose lanes to 1-35 would not provide more reliable travel times or create dependable and consistent routes for transit, emergency responders, and other motorists because latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on 1-35. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles would use the express lane, more space is available in the general purpose lane for additional vehicles. Transit and emergency vehicles wou |
| 60                 | Stephenson | Michelle   | 8/22/2016 | Email  | Regarding the proposed express lane for I-35 North<br>16. The last thing we need is another 2+ year road<br>project ending with more toll roads.   | The Mobility35 Program currently has several projects that are improving the existing non-tolled roads along I-35. Additionally, the Program<br>is currently studying additional capacity through a single express lane in each direction of I-35 from RM 1431 to SH 45SE including the<br>North16 project. The express lanes will be variable tolled, meaning that the price to use the express lane will increase when traffic is<br>heavier and decrease as traffic lightens to better manage congestion. Adding express lanes, along with other roadway operational<br>improvements planned for the area, will enhance safety and mobility and provide more reliable routes along I-35 for all users.<br>The three existing I-35 lanes in each direction will remain free and open to the public. Drivers will have the choice to use the express lane or<br>general purpose lanes. When a driver chooses to use the express lane, more space is available in the general purpose lane for additional<br>vehicles. Transit and emergency vehicles would use the express lanes at no charge.<br>Citizen input has been vital to further defining potential improvements in the Mobility35 plan. You can find additional information about the<br>express lanes and other operational improvements by visiting the North16 webpage on My35.org at<br>http://www.my35.org/capital/projects/travis/north-austin.htm. Thank you for taking the time to provide us your input, and please stop by to<br>say hello if you are able to attend any of our upcoming meetings for improvement projects along I-35.  |

Public Meeting #2 February 2, 2017

## PUBLIC COMMENT AND RESPONSE MATRIX

| # | Last Name | First Name | Method  | Comment (Verbatim)  | Response   |
|---|-----------|------------|---------|---|--|
| 1 | Cervantes | Ray        | Written | Turnaround from 620 to Round Rock Ave traveling south to Northbound turnaround                              | At this time, traffic volumes do not indicate the need for a turnaround structure at this location.  |
| 2 | Stroupe   | Loretta J. |         | My area is between McNeal and SH 45<br>Noise bars   | <ul> <li>The North16 environmental study will include a traffic noise analysis as part of the documentation of the Project's potential environmental impacts. The noise analysis will include the following: <ul> <li>Identification of land use activity areas that might be impacted by traffic noise. The determination of whether traffic noise exceeds acceptable levels is partially based on the land use activity that surrounds the project. For example, traffic noise considered excessive at a residence may not be considered excessive at a restaurant or other commercial use.</li> <li>Determination of existing noise levels. Sound from highway traffic is generated primarily from vehicle tires, engine, and exhaust. To collect baseline noise data for comparison to the build alternative, multiple locations will be modeled along the study area during peak traffic volume hours to obtain a representative sample of the existing noise levels.</li> <li>Consideration and evaluation of measures to reduce noise impacts. If noise models predict that future traffic noise levels exceed acceptable noise levels based on the impacted property type, noise abatement measures are evaluated. Noise barriers, one of the most commonly used noise abatement measures, would be considered for inclusion in the proposed project, each noise barrier must be considered both reasonable and feasible. To determine trans is evaluated, including noise reduction goals, view impacts and cost effectiveness. To determine feasibility, topography, access requirements, drainage, utilities, maintenance and noise reduction goals are evaluated.</li> </ul> </li> <li>If noise barriers are determined to be reasonable and feasible, property owners immediately adjacent to the proposed noise walls would be constructed, by certified mail and additional outreach as needed, to learm more about the proposed walls and vote on whether the walls should be constructed. The determination to construct each wall is based on a simple majority vote by the property owners immediately adja</li></ul> |
|   |           |            |         | I live off Mays and also smells at rush hr, fumes from cars because of the way an office complex was built. | TxDOT has no control over the development of adjacent lands in regards to controls to air<br>quality. However, an air quality analysis would be completed for the changes to the<br>roadway design.  |

| Why more tolls when we | still in a single family he | ome are having environmental issue | es |
|------------------------|-----------------------------|------------------------------------|----|
|                        |                             |                                    |    |

The environmental study requires the team to define the purpose of and the need for the project. Once determined at the outset of the project's development, the purpose and need is used throughout the project's development as a check-and-balance system to guide decision making. Major project decisions are guided by how well each of the alternatives under evaluation would meet the purpose and need for the project. The purpose and need for the proposed North16 Project is:

## Need:

- Current congestion levels are causing inefficient operations
- Travel times will increase as population and employment grow
- Congestion-related delays prevent efficient use of I-35 by transit, emergency responders and other motorists

Purpose:

- Improve operational efficiency and manage congestion
- Provide more reliable travel times
- Create a more dependable and consistent route for transit, emergency responders and other motorists

The overall Mobility35 Program is also designed to work toward a specific set of goals and objectives; each project proposed under the Mobility35 umbrella is also evaluated for its ability to:

- Optimize the existing facility
- Enhance safety
- Increase capacity
- Minimize need for additional right of way
- Manage traffic better
- Improve east/west connectivity
- Improve compatibility with neighborhoods
- Enhance bicycle, pedestrian and transit-user options

Variable priced tolled express lanes are proposed for the Project because they were determined by the Planning and Environmental Linkages Study to best meet the Project's purpose and need, as well as the Program's goals and objectives. The three existing I-35 mainlanes in each direction will remain non-tolled and drivers will have the choice to use the express lanes or general purpose lanes on I-35.

Adding a general purpose, or non-tolled lane, to I-35 was considered at an earlier phase in project development. Although adding a non-tolled lane in each direction would increase capacity, it would not do much to better manage traffic or enhance transit-user options because the new mainlane capacity would fill up almost immediately by potential I-35 users who currently avoid the facility because of congestion. This phenomenon, called latent demand, is well documented in roadway expansion projects that add additional mainlanes to a congested corridor.

Express lanes are variable priced toll lanes that are separated from existing non-tolled lanes and provide public transit buses, registered vanpools, and emergency vehicles a reliable, toll-free route to their destination. Express lanes provide an additional, reliable travel option for travelers willing to pay a toll.

Variable tolling must be implemented to provide reliable travel times within the express lanes by managing the number of vehicles entering the lanes at any given time. When traffic is heavy and demand for the express lanes is high, toll rates increase. When demand is low, toll rates go down. Changeable electronic signs would display the current rates in real time, so drivers know the price before deciding to enter the lanes.

Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.

|   |           |         |         | already why not a loop around RR?<br>Why not a loop around RR instead of increasing the traffic on I 35<br>We do not need public trans. lanes on I-35 it would cause more congestion  | As mentioned above, the process of determining which alternative (lane type) will move<br>forward is largely based on how well each alternative meets the project's purpose and<br>need. As population and employment continue to grow in the region, transportation<br>agencies are looking to utilize a diverse range of tactics to manage the congestion that<br>comes with this growth. This includes strategies for managing congestion on I-35, but<br>certainly does not rule out the construction of new facilities to share some of the burden,<br>though those options would not be addressed by this effort.<br>The consideration of a loop around Round Rock would be handled as part of regional<br>planning efforts and is not being considered as part of the proposed project.<br>Although the express lanes do offer a free, reliable route to CapMetro vehicles, surplus   |
|---|-----------|---------|---------|---|--|
|   |           |         |         |   | space in the express lanes would be available to drivers for a fee when they need a reliable route, so the express lanes are not considered transit-only lanes. Though the addition of express lanes on I-35 would not fix congestion, the lanes would offer a reliable travel alternative for use by CapMetro buses and vanpools, and reliable travel times to drivers when they need it.   |
| 3 | Patterson | Mary    | Written | The information was great and thorough. (Thanks, Brandon Marshall) I do appreciate an opportunity to ask question and gather information for my benefit (knowledge and understanding) as well as to be able to communicate that with my clients and their move/work to Central Texas.   | Thank you for taking the time to provide your input.   |
| 4 | Caws      | Justin  | Written | I've been to a few of these sessions on 35 and have yet to see a solution that is viable<br>and future proof. With all of the real estate that will not be built on according to the<br>schematics, a similar solution of elevating 35 would get my vote. I feel this current<br>proposal is not maximizing the available space for expansion. Its an advocate of<br>mobility, we need a plan that will allow the most amount of vehicles to travel through the<br>35 corridor at consistent speeds. The problem only exacerbates when minimal<br>construction meets population growth. What about creating an underground highway<br>that can be future proof? | Previous studies to improve I-35 have focused almost exclusively on large-scale traditional construction projects to address the current and future needs along the corridor. Unfortunately, many of these large-scale projects were determined to be extremely costly and difficult to implement due to the extensive right-of-way acquisitions, construction time required and potential impacts on the community. As a result, they have not advanced toward implementation. The proposed express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. This would create reliable travel times for those using the express lanes. Additionally, with the completion of the express lanes, faster travel speeds are expected in the general purpose lanes, as illustrated by traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes. Implementation of the proposed project does not preclude future consideration of other options for I-35. |
| 5 | Torres    | Richard | Written | Could you please look at and/or consider revising your plans from southbound Braker<br>Lane exit through the second entrance to Park 35 Circle. Your proposed plans will remove<br>a dedicated turn-in lane that was installed by your agency to help eliminate collisions<br>when turning into Park 35 Circle from the frontage road. In addition the removal of the<br>existing shoulder lane for the 3 <sup>rd</sup> proposed lane will create problems when the public is<br>using dedicated entrance driveway for a building. Please provide us additional information<br>once you review and/or revise the plans. Thanks                                  | The project team is evaluating the possibility of keeping the existing right turn lane in the future proposed configuration. Additionally, the proposed additional third travel lane on the frontage road would add volume for through movements and decrease the amount of traffic per lane. Our team is working to balance the lane number/type of lanes with impacts to adjacent properties such as right-of-way acquisitions and/or construction easements.  |
| 6 | Gadaria   | Mike    | Written | Curious about potential for contraflow of existing lanes vs tolled express lane<br>Adding single toll lane seems somewhat self limiting as area grows, assume IH 35 has<br>more volume than Mopac, yet it seems like same capacity is added.  | The project team considered the addition of contraflow lanes to I-35 during an early project conceptualization phase. Contraflow lanes were eliminated from further consideration for two primary reasons. First, there was not a clear single-direction traffic split such that traffic patterns warranted the use of contraflow lanes. Second, each of two lanes designated as contraflow lanes, if added in the center median of the existing I-35, would need to be located together on the same side. Right-of-way limitations in the median of I-35 would not allow for the addition of two lanes on one side of I-35 without major reconstruction of all columns that currently exist in the median, as well as many bridges in the corridor. Because of these challenges, contraflow lanes were ultimately eliminated from further study.  |
| 7 | Nichols   | Lilly   | Written | TxDOT improvements need to include areas which have more ramps for merging traffic<br>on/off. I commute to Austin daily and my exit is at Far West/Mopac and the construction is<br>making traffic a little better! However, locally here in Round Rock living one mile away<br>from CRHS; Gattis School Road is very dangerous!! It has already caused several fatal<br>accidents involving pedestrians. CRHS has over 3600 students whom are walkers and<br>there are no safe sidewalks wide enough for students. There is no policing of this local<br>road here in Round Rock!  | Thank you for taking the time to provide your input. The improvements associated with this<br>project include TxDOT owned facilities (I-35 mainlanes and frontage roads) and some cross<br>streets which are also operated by TxDOT (RM 1431, FM 3406, US 79, RM 620, SH 45,<br>Parmer Lane, US 183). Improvements outside of these roadways would be considered<br>outside of the limits of this project.   |

| 8  | Lopez     | Art     | Written | I appreciate the addition of the express lanes and I would make use of them, but I do<br>not believe that 4 lanes in each direction is enough to accommodate anywhere near the<br>projected volume of traffic that will be using I-35 by the time this project is complete. I<br>think 5 lanes in each direction is needed and should be planned for now. | The limited availability of right of way in the median between the existing mainlanes limits us to adding only one express lane in each direction.<br>The State can't possibly purchase enough right of way to construct enough mainlanes to accommodate everyone who wants to use I-35. Additionally, a proposal to greatly expand I-35 would not meet the program goal to minimize the need for additional right of way, which is a goal developed as a result of previous studies to improve I-35 which did not advance toward implementation because they were determined to be extremely costly and difficult to implement due to the extensive right of way acquisitions, construction time required and potential impacts on the community.   |
|----|-----------|---------|---------|---|--|
| 9  | N/A       | N/A     | Written | Improve lighting at 1431 interchange DDI is confusing, with headlights coming at you on right side.   | Concerns with lighting at the I-35 and RM 1431 intersection is outside of the scope of this environmental document.  |
|    |           |         |         | Add ramps at SH 45 and I-35 interchange to keep traffic off frontage roads.   | The construction of the future SH 45 direct connectors would be based on traffic needs.<br>They are currently not listed in the CAMPO 2040 plan.   |
| 10 | N/A       | N/A     | Written | Need to talk to people where road/ramps are being built   | If you have any questions regarding current ongoing projects along I-35, you can visit the My35 webpage at <a href="http://www.my35.org/">http://www.my35.org/</a> , or you can sign up to receive announcements and updates about the Mobility35 program at <a href="http://www.mobility35.org">www.mobility35.org</a> .<br>You can also visit <a href="http://my35.org/contact-us.htm">http://my35.org</a> .<br>The submit comments or request a meeting.  |
| 11 | Denehik   | Laurie  | Written | Not enough information was available for residents concerning current ongoing projects (under construction now)TxDOT needed more district people in attendance at this open house that were familiar with ongoing projects  | We will consider the need to have more district staff in attendance for future public involvement activities. In the meantime, if you have any questions regarding current ongoing projects along I-35, you can visit the My35 webpage at <a href="http://www.my35.org/">http://www.my35.org/</a> , or you can sign up to receive announcements and updates about the Mobility35 program at <a href="http://www.mobility35.org">www.mobility35.org</a> .   |
|    | Armstrong | Frances | Written | Wanted to know if we were getting another north bound on ramp between Grandview<br>Parkway and Hester Crossings and a south bound on ramp off of 45. Glad to hear<br>Greenlawn ramp planned   | The ramps between Grand Ave and Hesters Crossing are proposed to change, but the number of access points would remain the same. The current entrance ramp just north of Grand Avenue Parkway is being shifted further north, closer to SH 45; the current exit ramp near SH 45 is being shifted further south, closer to Grand Avenue. The exit ramp to Hesters Crossing will remain the same.   |
| 12 |           |         |         | Sad to hear no plans for south bound 35 from 45 not scheduled yet – Need now because of all the new construction from Hutto and Pflugerville *Stephen from Johnson, PE was awesome.   | The construction of the future SH 45 direct connectors would be based on traffic needs.<br>They are currently not listed in the CAMPO 2040 plan.   |
| 13 | N/A       | William | Written | Nice idea to have "shared" lane for cyclists but feel speed on frontage road endangers any<br>bikers or pedestrians. Reduced speed or remove shared lane altogether   | Thank you for taking the time to provide your input. Due to the active pedestrian and<br>bicycle community in the Austin metropolitan area, one of the goals of the My35 program<br>is to improve mobility and connectivity for all modes of transportation, including bicyclists<br>and pedestrians. Since this is the only form of transportation for some individuals, it is<br>important to provide these accommodations in the corridor. The shared use path that is<br>being proposed for the project would be separated from the frontage roads by a curb and<br>a three-foot-buffer (at a minimum). Additionally, signage would be provided at<br>intersections and driveways, where appropriate, to avoid collisions between<br>bicyclists/pedestrians and motorists. The shared use path is being designed in<br>accordance with TxDOT and federal design criteria, and would not warrant a reduced<br>speed limit along the frontage roads. |

| 14 | Menendez | Ofelia | Written | I like the proposed intersection bypasses but oppose the toll lanes. It has been horrible  | The environmental study requires the team to define the purpose of and the need for the  |
|----|----------|--------|---------|--|--|
|    |          |        |         | for Mopac travelers and the toll lanes are still not in use. * Why charge people additional fees/tolls for roads already paid by tax dollars? * If you are "not taking away" lanes on I-35 for the proposed toll lanes, why don't you add these much needed lanes? | project. Once determined at the outset of the project's development, the purpose and need is used throughout the project's development as a check-and-balance system to guide decision making. Major project decisions are guided by how well each of the alternatives under evaluation would meet the purpose and need for the project. The purpose and need for the proposed North16 Project is:   |
|    |          |        |         |  | Need:  |
|    |          |        |         |  | <ul> <li>Current congestion levels are causing inefficient operations</li> <li>Travel times will increase as population and employment grow</li> <li>Congestion-related delays prevent efficient use of I-35 by transit, emergency responders and other motorists</li> </ul> Purpose:  |
|    |          |        |         |  | Improve operational efficiency and manage congestion     Provide more reliable travel times  |
|    |          |        |         |  | <ul> <li>Create a more dependable and consistent route for transit, emergency<br/>responders and other motorists</li> </ul>  |
|    |          |        |         |  | The overall Mobility35 Program is also designed to work toward a specific set of goals<br>and objectives; each project proposed under the Mobility35 umbrella is also evaluated<br>for its ability to:   |
|    |          |        |         |  | <ul> <li>Optimize the existing facility</li> <li>Enhance safety</li> </ul>   |
|    |          |        |         |  | Increase capacity  |
|    |          |        |         |  | <ul> <li>Minimize need for additional right of way</li> <li>Manage traffic better</li> </ul>   |
|    |          |        |         |  | Improve east/west connectivity   |
|    |          |        |         |  | Improve compatibility with neighborhoods   |
|    |          |        |         |  | Enhance bicycle, pedestrian and transit-user options   |
|    |          |        |         |  | Variable priced tolled express lanes are proposed for the Project because they were determined by the Planning and Environmental Linkages Study to best meet the Project's purpose and need, as well as the Program's goals and objectives. The three existing I-35 mainlanes in each direction will remain non-tolled and drivers will have the choice to use the express lanes or general purpose lanes on I-35.   |
|    |          |        |         |  | Adding a general purpose, or non-tolled lane, to I-35 was considered at an earlier phase<br>in project development. Although adding a non-tolled lane in each direction would<br>increase capacity, it would not do much to better manage traffic or enhance transit-user<br>options because the new mainlane capacity would fill up almost immediately by potential<br>I-35 users who currently avoid the facility because of congestion. This phenomenon,<br>called latent demand, is well documented in roadway expansion projects that add<br>additional mainlanes to a congested corridor.  |
|    |          |        |         |  | Express lanes are variable priced toll lanes that are separated from existing non-tolled<br>lanes and provide public transit buses, registered vanpools, and emergency vehicles a<br>reliable, toll-free route to their destination. Express lanes provide an additional, reliable<br>travel option for travelers willing to pay a toll.   |
|    |          |        |         |  | Variable tolling must be implemented to provide reliable travel times within the express<br>lanes by managing the number of vehicles entering the lanes at any given time. When<br>traffic is heavy and demand for the express lanes is high, toll rates increase. When<br>demand is low, toll rates go down. Changeable electronic signs would display the current<br>rates in real time, so drivers know the price before deciding to enter the lanes.   |
|    |          |        |         |  | Adding express lanes, along with other roadway improvements planned for the area, will<br>improve safety and mobility and provide more reliable routes along I-35 for all users.<br>Traffic studies and comparable projects, including the Dallas/Fort Worth area express<br>lanes, show faster travel speeds in the general purpose lanes with the completion of the<br>express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by<br>including the construction of north/south shared use paths (to be used by pedestrians<br>and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that<br>otherwise would not be built. |
|    |          |        |         |  | As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: <a href="http://my35.org/capital/default.htm">http://my35.org/capital/default.htm</a> .   |

| 15 | Andrews | Steve | Written | The current I-35 mainlanes, in general, are 12 feet in width and are would remain the same width. In space-constricted locations, lane widths may be reduced to minimize impacts to adjacent properties. For example, near the US 183 interchange on the southern end of the project, the I-35 mainlanes would be reduced to 11-ft. each in width to remain within the existing roadway footprint.<br>The existing frontage road lane widths vary throughout the corridor between11-ftwide and 12-ftwide. All travel lanes are designed to meet TxDOT and federal design criteria. |
|----|---------|-------|---------|--|
|    |         |       |         | The construction of the future SH 45 direct connectors will be based on traffic needs. They<br>are currently not listed in the CAMPO 2040 plan.  |

| 16 | Marrowe | Jim | Written | Please, no express lanes. Widen the road for everybody. Don't charge us a toll on roads our taxes already paid for. | The environmental study requires the team to define the purpose of and the need for the project. Once determined at the outset of the project's development, the purpose and need is used throughout the project's development as a check-and-balance system to guide decision making. Major project decisions are guided by how well each of the alternatives under evaluation would meet the purpose and need for the project. The purpose and need for the proposed North16 Project is:  |
|----|---------|-----|---------|---|---|
|    |         |     |         |   | <ul> <li>Need:         <ul> <li>Current congestion levels are causing inefficient operations</li> <li>Travel times will increase as population and employment grow</li> <li>Congestion-related delays prevent efficient use of I-35 by transit, emergency responders and other motorists</li> </ul> </li> <li>Purpose:         <ul> <li>Improve operational efficiency and manage congestion</li> <li>Provide more reliable travel times</li> <li>Create a more dependable and consistent route for transit, emergency responders and other motorists</li> </ul> </li> </ul>  |
|    |         |     |         |   | The overall Mobility35 Program is also designed to work toward a specific set of goals<br>and objectives; each project proposed under the Mobility35 umbrella is also evaluated<br>for its ability to:<br>Optimize the existing facility<br>Enhance safety<br>Increase capacity<br>Minimize need for additional right of way<br>Manage traffic better<br>Improve east/west connectivity<br>Improve compatibility with neighborhoods<br>Enhance bicycle, pedestrian and transit-user options   |
|    |         |     |         |   | Variable priced tolled express lanes are proposed for the Project because they were determined by the Planning and Environmental Linkages Study to best meet the Project's purpose and need, as well as the Program's goals and objectives. The three existing I-35 mainlanes in each direction will remain non-tolled and drivers will have the choice to use the express lanes or general purpose lanes on I-35.  |
|    |         |     |         |   | Adding a general purpose, or non-tolled lane, to I-35 was considered at an earlier phase<br>in project development. Although adding a non-tolled lane in each direction would<br>increase capacity, it would not do much to better manage traffic or enhance transit-user<br>options because the new mainlane capacity would fill up almost immediately by potential<br>I-35 users who currently avoid the facility because of congestion. This phenomenon,<br>called latent demand, is well documented in roadway expansion projects that add<br>additional mainlanes to a congested corridor.   |
|    |         |     |         |   | Express lanes are variable priced toll lanes that are separated from existing non-tolled<br>lanes and provide public transit buses, registered vanpools, and emergency vehicles a<br>reliable, toll-free route to their destination. Express lanes provide an additional, reliable<br>travel option for travelers willing to pay a toll.  |
|    |         |     |         |   | Variable tolling must be implemented to provide reliable travel times within the express<br>lanes by managing the number of vehicles entering the lanes at any given time. When<br>traffic is heavy and demand for the express lanes is high, toll rates increase. When<br>demand is low, toll rates go down. Changeable electronic signs would display the current<br>rates in real time, so drivers know the price before deciding to enter the lanes.  |
|    |         |     |         |   | Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. |
|    |         |     |         |   | As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: <a href="http://my35.org/capital/default.htm">http://my35.org/capital/default.htm</a> .  |

|   |     | I         |          |         | The biggest problem on this area is the hill over McNiel. Trucks slow down.  | The southbound on-ramp from RM 620 (which is at McNeil), is currently planned to be   |
|---|-----|-----------|----------|---------|--|---|
|   |     |           |          |         | ~ · ·  | lengthened to minimize the steepness of the ramp to improve speeds.   |
|   |     |           |          |         |  | A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility<br>Investment Priorities Under TxDOT Rider 42: Long-term Central Texas IH-35 Improvement<br>Scenarios," found that attempts to re-route truck traffic from I-35 to SH 130 would have<br>limited impact on I-35 congestion. The report cited two reasons for this:<br>First, much of the truck traffic has an origin or destination near the corridor, making I-35 a<br>desirable or necessary route. Second, truck drivers traveling through the Austin area without<br>stops generally find I-35 is the most efficient route for their delivery schedule.   |
|   |     |           |          |         |  | The report recommended a hybrid approach to solving congestion on I-35 including added<br>capacity, shifting commuter trips to work-at-home jobs, using technology to reduce trips,<br>shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle<br>usage.   |
|   |     |           |          |         |  | Comments regarding the timing of construction at I-35 and US 79, as well as I-35 and FM 3406 are outside of the scope of this environmental document.   |
| 1 | 7 F | Rivera    | Beatriz  | Written |  | Beginning in 2014, nine potential lane type alternatives for various modes were studied<br>by the Mobility35 Program, including the addition of high-occupancy vehicle (HOV or<br>carpool) lanes. General purpose lanes, HOV, rail and other lane type alternatives did not<br>advance because they did not provide the same reliability benefits for all I-35 users,<br>including transit, emergency responders and drivers.   |
|   |     |           |          |         |  | HOV (carpool) lanes would not maximize use of the available roadway capacity. Research has shown that lanes are under-utilized on roads where HOV access is limited to vehicles with three or more passengers. Conversely, when HOV access is granted to any vehicle with two or more passengers, the lanes are over-utilized. The Texas A&M Transportation Institute reported that as of spring 2013, Departments of Transportation across the country had converted or planned to convert 24 HOV lanes to either express lanes or high occupancy toll lanes. Reliability in carpool lanes cannot be assured without a variable toll pricing component, which is required to manage the number of vehicles in the lanes and ensure a reliable travel time even when the general purpose lanes are congested. |
|   |     |           |          |         | for that area  | Express lane entrance and exit locations were developed based on traffic volumes and<br>adjoining facilities (such as SH 45). Access points are being located to service the SH 45<br>ramps, however, it may be the entrance or exit to the express lane is several thousand feet<br>away to allow for weaving distances across the other I-35 lanes, and to balance other<br>access point locations.   |
| 1 | 3 I | Lee S     | S.A.     |         | Any project that will help I 35 traffic is needed. I know the N I35 to N 183 ramp is planned to<br>be lowered to help with the speed of traffic. It would be nice if it could be made into 2 lanes<br>on the ramp. That is a bad intersection that slows traffic considerably on north bound I 35.   | Thank you for taking the time to provide your input. Though the flyover ramp at I-35 and US 183 is outside the scope of this environmental document, the Mobility35 Program is proposing to improve operations in the area through the <u>I-35 from Rundberg Lane to US 290 East project</u> .  |
| 1 |     | Daley .   | lonathan |         | This would take a good portion of the traffic out of the main lanes for local traffic. AlsoWhy is there no direct connect planned for 183 South from I-35 North?   | Beginning in 2014, nine potential lane type alternatives for various modes were studied<br>by the Mobility35 Program, including a managed (through) lane which would run from SH<br>45N to SH 45SE with no entrance or exit points in between. This alternative was ultimately<br>eliminated from further consideration because, although it did meet goals to improve<br>operational efficiency and manage congestion, as well as provide more reliable travel<br>times, it did not meet the goal to create a dependable and consistent route for transit,<br>emergency responders and other motorists.<br>The consideration of adding a direct connection between US 183 South and I-35 North<br>would be handled as part of regional planning efforts and is not being considered as part                  |
|   |     |           |          |         |  | of the proposed project.  |
| 2 | D H | lastley . | lohn     |         | Good plan. Happy to see 183 new ramps. Happy to see DDI at Palmer – We must get CAMPO to cut the SH 45-135 missing ramps on the plans. It is ridiculous to not have them. Causes major additional traffic and loads on the local frontages and probably accidents with entering and exiting plazas, and lost toll revenue for all commuters who don't use 45 to go to and from work since they can't enter (exit I35 directly) or even all leisure traffic wanting to go to and from the city. | Thank you for taking the time to provide your input.<br>The construction of the future SH 45 direct connectors would be based on traffic needs.<br>They are currently not listed in the CAMPO 2040 plan.  |
| 2 | 1   | Kratz .   | James    | Written | There is a Rooms To Go being built at Greenlawn, which needs to be considered as it is<br>being built on the edge of the ROW<br>I am for the project.  | Thank you for noting this development. The project team is aware of it and is considering<br>it in the project's proposed design.   |
|   |     |           |          |         |  |   |

|    |       |      |          | Need to show project that has the southern connectors for IH 35 and SH 45.  | The construction of the future SH 45 direct connectors would be based on traffic needs.<br>They are currently not listed in the CAMPO 2040 plan.   |
|----|-------|------|----------|---|--|
| 22 | Weiss | Doug | Written  | -Direct connect ramps at 45   | The construction of the future SH 45 direct connectors would be based on traffic needs.<br>They are currently not listed in the CAMPO 2040 plan.   |
|    |       |      | -Conside | -Consider pushing traffic to SH-130   | A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility<br>Investment Priorities Under TxDOT Rider 42: Long-term Central Texas IH-35 Improvement<br>Scenarios," found that attempts to re-route truck traffic from I-35 to SH 130 would have<br>limited impact on I-35 congestion. The report cited two reasons for this:<br>First, much of the truck traffic has an origin or destination near the corridor, making I-35 a<br>desirable or necessary route. Second, truck drivers traveling through the Austin area<br>without stops generally find I-35 is the most efficient route for their delivery schedule.  |
|    |       |      |          | -Remember My35 recommendation – swapping I-35 and SH 130 designation  | The report recommended a hybrid approach to solving congestion on I-35 including added<br>capacity, shifting commuter trips to work-at-home jobs, using technology to reduce trips,<br>shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle<br>usage.  |
|    |       |      |          | -Congestion improvements at Wells Branch – consider alternative route from Pecan/1825 to<br>I-35  | The intersection of Wells Branch Parkway and FM 1825 is a part of a separate stand-alone<br>project which is currently under study. Future open houses for this project will occur once<br>the team has identified proposed design(s).   |
| 23 | N/A   | N/A  | Written  | Pedestrians and autos do NOT mix<br>When trying to drive to work, we should not have to worry about dodging pedestrians OR<br>bikes. There should be a law against anybody walking or cycling anywhere close to I-35,<br>especially on and off ramps. | Due to the active pedestrian and bicycle community in the Austin metropolitan area, one of the goals of the My35 program is to improve mobility and connectivity for all modes of transportation, including bicyclists and pedestrians. Since this is the only form of transportation for some individuals, it was important to provide for those accommodations in the corridor. The shared use path that is being proposed for the project would be separated from the frontage roads by a curb and a three foot buffer (at a minimum). Additionally, signage would be provided at intersections and driveways, where appropriate, to avoid collisions between bicyclists/pedestrians and motorists. The shared use path is being designed in accordance with TxDOT and federal design criteria. |
|    |       |      |          | Toll lanes are not feasible for some retirees, and people on fixed incomes.   | The Project team will analyze and document findings for Community Resources, including<br>Environmental Justice as part of the environmental process. In addition to analyzing<br>Environmental Justice, the environmental process will evaluate the following resources<br>and environmental conditions:  |

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|   | point, and my commute time is the same as if I took that I-35 to Parmer Lane. Please, taking<br>the tolls \$ away, is <u>really</u> what would help commuters, which is what I-35 was built for.<br>Making the toll roads an outer loop would be, financially, a much better option especially for<br>those on more limited incomes. I-35 and Parmer Lane is horrible to get thru for those going<br>southbound. | determined by the Planning and Environmental Linkages Study to best meet the Project's<br>purpose and need, as well as the Program's goals and objectives. The three existing I-35<br>mainlanes in each direction will remain non-tolled and drivers will have the choice to use<br>the express lanes or general purpose lanes on I-35.<br>Adding a general purpose, or non-tolled lane, to I-35 was considered at an earlier phase  |
|   |  | in project development. Although adding a non-tolled lane in each direction would<br>increase capacity, it would not do much to better manage traffic or enhance transit-user<br>options because the new mainlane capacity would fill up almost immediately by potential<br>I-35 users who currently avoid the facility because of congestion. This phenomenon,<br>called latent demand, is well documented in roadway expansion projects that add<br>additional mainlanes to a congested corridor.  |
|   |  | Express lanes are variable priced toll lanes that are separated from existing non-tolled<br>lanes and provide public transit buses, registered vanpools, and emergency vehicles a<br>reliable, toll-free route to their destination. Express lanes provide an additional, reliable<br>travel option for travelers willing to pay a toll.   |
|   |  | Variable tolling must be implemented to provide reliable travel times within the express<br>lanes by managing the number of vehicles entering the lanes at any given time. When<br>traffic is heavy and demand for the express lanes is high, toll rates increase. When<br>demand is low, toll rates go down. Changeable electronic signs would display the current<br>rates in real time, so drivers know the price before deciding to enter the lanes.   |
|   |  | Adding express lanes, along with other roadway improvements planned for the area, will<br>improve safety and mobility and provide more reliable routes along I-35 for all users.<br>Traffic studies and comparable projects, including the Dallas/Fort Worth area express<br>lanes, show faster travel speeds in the general purpose lanes with the completion of the<br>express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by<br>including the construction of north/south shared use paths (to be used by pedestrians<br>and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that<br>otherwise would not be built.   |
|   |  | As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location:<br>http://my35.org/capital/default.htm.   |
|   |  | As population and employment continue to grow in the region, transportation agencies<br>are looking to utilize a diverse range of tactics to manage the congestion that comes with<br>this growth. This includes strategies for managing congestion on I-35, but certainly does<br>not rule out the construction of new facilities to share some of the burden, though those<br>options would not be addressed by this effort.   |
|   |  | The consideration of a tolled loop around Austin would be handled as part of regional<br>planning efforts and is not being considered as part of the proposed project.   |
|   | working on the northeast side (290 and 183). Re-locate the school [to E of Dessau/Cameron Road, and make that stretch of Braker Lane a viable driving option like it is on West Braker Lane.   | Thank you for taking the time to provide your input. The improvements associated with this project include TxDOT owned facilities (I-35 mainlanes and frontage roads) and some cross streets which are also operated by TxDOT (RM 1431, FM 3406, US 79, RM 620, SH 45, Parmer Lane, US 183). Improvements outside of these roadways would be considered outside of the limits of this project.   |
|   | have already been people killed trying to walk near or on I-35. I have already had to dodge<br>bicyclists @ the southbound intersection at Park and 35, and the northbound intersection<br>really isn't that much better. Pedestrians/bicyclists should not share spaces where there<br>automobiles exist  | Due to the active pedestrian and bicycle community in the Austin metropolitan area, one of the goals of the My35 program is to improve mobility and connectivity for all modes of transportation, including bicyclists and pedestrians. Since this is the only form of transportation for some individuals, it was important to provide for those accommodations in the corridor. The shared use path that is being proposed for the project would be separated from the frontage roads by a curb and a three-foot buffer (at a minimum). Additionally, signage would be provided at intersections and driveways, where appropriate, to avoid collisions between bicyclists/pedestrians and motorists. The shared use path is being designed in accordance with TxDOT and federal design criteria. |
|   |  |  |

| 24 Perry | Kent | VOH | Look, I agree the traffic needs to be fixed. But a toll road? Are there no other alternatives? | The goals and objectives of the Mobility35 Program include optimizing the existing I-35 facility while minimizing the need for additional right of way. This community-driven approach differs from previous studies to improve I-35, which focused almost exclusively on large-scale traditional construction projects. Many of these large-scale projects were determined to be extremely costly and difficult to implement due to the extensive right-of-way acquisition needed, construction time required, and potential impacts to the community. As a result, they did not advance toward implementation. In 2013, the Travis County Mobility35 Corridor Implementation Plan was released, which identified a number of potential mobility solutions for the I-35 corridor, including the Future Transportation Corridor, which was identified as an area for additional capacity down the center of I-35. This improvement would provide the single largest capacity gain for I-35. A Planning and Environmental Linkages (PEL) Study was conducted in 2014 to help determine the purpose and need for the additional capacity, lane type alternatives/mode choice, and segments of independent utility (stand-alone projects) in Travis County. The purpose and need included improving operational efficiency, managing congestion, providing more reliable travel times, and creating a more dependable and consistent route for transit, emergency responders, and other motorists. There were nine potential lane type alternatives/mode choices studied:     General purpose lanes     High occupancy vehicle lanes with transit     Express lanes with enhanced transit access     Rail     Through-traffic only lanes     Transit-only lanes     Transit-only lanes     Transit-only lanes     No build or doing nothing These lane type alternatives were evaluated against the purpose and need of the PEL study, resulting in a recommendation that two express lane alternatives be further evaluated in furure National Environmental Policy Act (NEPA) studies: an express lane with transit access. How |
|----------|------|-----|--|--|
|          |      |     | And it's going to be really painful as you cut 35 down by a lane to put these in place.        | TxDOT is committed to considering the best options for traffic control during construction and will take every effort to reduce the impacts of construction on the traveling public.   |

| 25 Prince Janice VOH | Please don't build expansions that are ONLY toll roads. Please consider actually helping residents by having expansions include actual expansions of our highways. This is a gift to the contractor who will collect this regressive stupid toll. | Variable priced tolled express lanes are proposed for the Project because they were determined by the Planning and Environmental Linkages Study to best meet the Project's purpose and need, as well as the Program's goals and objectives. The three existing I-35 mainlanes in each direction will remain non-tolled and drivers will have the choice to use the express lanes or general purpose lanes on I-35. Adding a general purpose, or non-tolled lane, to I-35 was considered at an earlier phase in project development. Although adding a non-tolled lane in each direction would increase capacity, it would not do much to better manage traffic or enhance transit-user options because the new mainlane capacity would fill up almost immediately by potential I-35 users who currently avoid the facility because of congestion. This phenomenon, called latent demand, is well documented in roadway expansion projects that add additional mainlanes to a congested corridor. Express lanes are variable priced toll lanes that are separated from existing non-tolled lanes and provide public transit buses, registered vanpools, and emergency vehicles a reliable, toll-free route to their destination. Express lanes provide an additional, reliable travel option for travelers willing to pay a toll. Variable tolling must be implemented to provide reliable travel times within the express lanes by managing the number of vehicles entering the lanes at any given time. When traffic is heavy and demand for the express lanes is high, toll rates increase. When demand is low, toll rates go down. Changeable electronic signs would display the current rates in real time, so drivers know the price before deciding to enter the lanes. Though tolls collected may help to cover the cost of improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the |
|----------------------|---|--|
|----------------------|---|--|

| 26 | Hall | Terri | I'm the Executive Director of two grassroots transportation watchdog groups: Texans Uniting<br>for Reform and Freedom and Texans for Toll-free Highways. We have serious concerns about<br>the proposed managed toll lanes on I-35. We urgently implore TxDOT to scrap any imposition<br>of tolls or managed lanes and instead expand I-35 with additional general purpose lanes<br>open to everyone.<br>Not only will managed toll lanes severely restrict the number of cars that have access to it<br>through price, the limited physical access to the lanes themselves will further reduce the<br>practical use of these lanes because it bypasses exits drivers need to reach. Every Texan's<br>tax dollars will pay for this project, but only the very few will ever be able to use it. | project. Once determined at the outset of the project's development, the purpose and  |
|----|------|-------|---|---|
|    |      |       |   | <ul> <li>Congestion-related delays prevent efficient use of I-35 by transit, emergency responders and other motorists</li> <li>Purpose:         <ul> <li>Improve operational efficiency and manage congestion</li> <li>Provide more reliable travel times</li> <li>Create a more dependable and consistent route for transit, emergency responders and other motorists</li> </ul> </li> </ul>   |
|    |      |       |   | The overall Mobility35 Program is also designed to work toward a specific set of goals<br>and objectives; each project proposed under the Mobility35 umbrella is also evaluated<br>for its ability to:<br>Optimize the existing facility<br>Enhance safety<br>Increase capacity<br>Minimize need for additional right of way<br>Manage traffic better<br>Improve east/west connectivity<br>Improve compatibility with neighborhoods   |
|    |      |       |   | Enhance bicycle, pedestrian and transit-user options Variable priced tolled express lanes are proposed for the Project because they were determined by the Planning and Environmental Linkages Study to best meet the Project's purpose and need, as well as the Program's goals and objectives. The three existing I-35 mainlanes in each direction will remain non-tolled and drivers will have the choice to use the express lanes or general purpose lanes on I-35.   |
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|    |      |       |   | Variable tolling must be implemented to provide reliable travel times within the express<br>lanes by managing the number of vehicles entering the lanes at any given time. When<br>traffic is heavy and demand for the express lanes is high, toll rates increase. When<br>demand is low, toll rates go down. Changeable electronic signs would display the current<br>rates in real time, so drivers know the price before deciding to enter the lanes.  |
|    |      |       |   | Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. |
|    |      |       |   | As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location:<br>http://my35.org/capital/default.htm.  |

| To expect that if we build it, they will come will somehow work and get more people onto<br>buses when every other forced attempt to get people to take transit hasn't worked (with a<br>rare uptick in Houston that gained some riders but lost many others in the process) is<br>unrealistic and a colossal waste of tax dollars for planners attempts at social engineering.<br>The private sector has solved the problem of affordability, efficiency, and ease that actually<br>gets passengers from door-to-door (unlike most public transit) and that's ridesharing. The<br>city of Austin kicked out Uber and Lyft the one solution that actually worked and took more<br>cars off the road without spending one penny in tax dollars.   | Evaluation of the value of ridesharing is outside of the limits of this environmental study.  |
|--|---|
| Even more confounding, this project would not allow even ride sharers or typical HOV users to access these lanes built with their tax dollars. Only registered vanpools could use it, further limiting who can use the lanes built with their tax dollars. So only two classes of people can use the lanes: transit users (which is roughly 1%) and wealthy users (the top 1% of earners who can afford congestion tolls, which requires paying a premium to drive in peak hours \$16/day if the toll is approximately \$.50 a mile for 16 miles or over \$4,000/year in new toll taxes to get to work).   | <ul> <li>Around the country, agencies are converting their HOV (carpool) lanes to variably-priced, tolled express lanes to optimize reliability and capacity in the lanes. In many cities, including Dallas, we've seen that when HOV lanes require two or more occupants per car, the lanes are over utilized and become congested. When they require three or more occupants per car, they are underutilized and have excess capacity. Additionally, the express lane provides the opportunity for registered carpools and transit to ride for free; any shift from single occupancy vehicle use to transit use benefits all I-35 users.</li> <li>Though the toll rates may be such that an average driver would choose not to pay daily to use the lanes, variable toll pricing enables the lanes to offer a reliable travel time to drivers who need be on time regardless of their socioeconomic classification.</li> <li>Additionally, the Project team will analyze and document findings for Community Resources, including Environmental Justice, the environmental process. In addition to analyzing Environmental Justice, the environmental process will evaluate the following resources and environmental conditions: <ul> <li>Air Quality</li> <li>Archeological Resources</li> <li>Historical Resources</li> <li>Water Resources</li> <li>Hazardous Materials</li> <li>Parklands, including Section 4(f) and Chapter 26 of Texas Parks and Wildlife Code</li> <li>Indirect and Cumulative Impacts</li> <li>Water Resources, including floodplains, water bodies, and storm sewer systems</li> <li>Park Impact Analysis</li> </ul> </li> </ul> |
| Such a proposal is unsustainable, inequitable, unaffordable, elitist, and anti-liberty. Texans pay road taxes to have their highways built and maintained. Public roads means EVERYONE should have fair and equal access to those roads. Allowing unelected bureaucrats to determine who gets a fast ride and who doesn't further divides our community into the haves and have-nots, leaving those who can't afford tolls and whom buses are either unsafe or impractical for daily use to become second class citizens. We're not a third world country. This is Texas. The cradle of liberty. Under no circumstances can the driving public support taking the most vital artery for the movement of people and goods through our state, Interstate 35, and slicing it up into a glorified bus lane. We most certainly cannot support using billions in our tax dollars to do it. |   |

|   | The public has had little to no say about the imposition of toll roads across Texas over the   | Public involvement is an important part of the Project development process and feedback   |
|---|--|---|
|   | last two decades. Largely imposed by boards the voters do not select or control, like  | received from the community is used to determine key aspects of the Project and to guide  |
|   | Regional Mobility Authorities (RMA), county or regional tollway authorities, the Texas   | the Project team as they make important decisions regarding design.   |
|   | Transportation Commission, and Metropolitan Planning Organizations (MPO), the public has   | The February 2017 eres have use the second formal second with the day of  |
|   | been virtually shut out of what amounts to the largest tax increase in Texas history.  | The February 2017 open house was the second formal opportunity to view plans and submit comments regarding the specifics of North16 proposal, in addition to the first  |
|   | Indeed, transit agencies in most of Texas' major metropolitan areas have fully embraced  | formal opportunity in August 2016. In addition, the Mobility35 team has been working to   |
|   | popular new urbanist and retro urbanist thinking that people must be crammed into ultra  | gather public feedback on the Program as a whole, as well as specific aspects of various  |
|   | dense urban cores and travel by walking, biking, or transit. In order to achieve their ends, they impose radical policies like road diets, shrinking auto capacity to make way for                                 | proposals, since 2011.  |
|   | dedicated bike and bus lanes, and, of course, toll roads that restrict travel and make people  |   |
|   | pay a premium to drive.  | online, virtual open houses were available from August 22 – September 5 and February 2<br>– 16 to allow the community ample opportunity to review the plans and provide input. You  |
|   | This is hardly a viewpoint shared by most Texans. While this may be the trendy way to  | can review the input we received from the <u>first open house online</u> . This response  |
|   | approach transportation on the east and west coasts and global mega cities, it has no place  |   |
|   | in the land-rich cradle of liberty which is Texas. New urbanists and environmentalists alike   | who participated in the open house and virtual open house.  |
|   | argue density is necessary to protect the environment and that ever expanding roads  | A survey in a state of the survey of the survey of the survey of the state of the survey of the state of the |
|   | contribute to suburban sprawl that saps natural resources and lacks sustainability.  | As we've worked to understand the needs and priorities of the community through<br>feedback, the project team will continue to study and research the issues documented in  |
|   | However, the facts do not reflect this reality. Only 9% of employment can be found in central  | the environmental study and work to refine some design elements of the proposed project   |
|   | business districts. Eighty percent of job growth from 2007 to 2013 was in the newer  | This work will be shared with the public as it is available through stakeholder meetings, as  |
|   | suburbs and exurbs. Areas with high density housing experience higher emissions than<br>lower density areas with detached, single family homes. There are twice as many jobs<br>e lanes so they don't jam it up. • | well as through formal opportunities to review plans and submit comments, including an a<br>public hearing.   |
|   |  | These events will be advertised through local newspaper publications including the Austir   |
|   | Managed lanes give politically correct modes of travel fast rides, while intentionally depriving   |   |
|   | the general purpose lanes of expansion leaving them perpetually congested. It allows   | Twitter; outreach to surrounding neighborhoods and business owners; on variable   |
|   | government bureaucrats to pick the winners and losers, and such lanes punish single  | messaging signs along the study area; and in some cases, on the radio. TxDOT also   |
|   | occupancy vehicles and restrict mobility for the vast majority of Texans who commute alone<br>in their personal automobiles. These policies are starkly anti-car, anti-liberty, anti-mobility,                     | publishes advertisements for many events in Spanish-language publications and provides<br>some Project information and materials in Spanish.  |
|   | and anti-freedom.  | The Mahility OF Dragram is designed to feater dislague between the Draiget team and the   |
|   | In his study The Best Evidence of HOV Lane Effectiveness by Jack Mallinckrodt, 14 he notes   | The Mobility35 Program is designed to foster dialogue between the Project team and the<br>public to refine the transportation solutions proposed for the corridor. Input is always  |
|   | efforts to improve traffic by restricting itare counterproductive in proportion to the traffic   | welcome, and the Project team is always available to meet with groups. Visit  |
|   | restriction. • Such conclusions drawn from the study of HOV lanes can apply to High  | http://my35.org/contact-us.htm to submit comments or request a meeting.   |
|   | Occupancy Toll Lanes (HOT) as well, since both restrict access for the vast majority of  |   |
|   | vehicles.  |   |
|   | Maltlinckrodt does apply his conclusions about HOT lanes at the end of his study (cited  |   |
|   | below).  |   |
|   | Dr. Joy Dahlgren in her study Analysis of the Effectiveness of HOV Lanes said: "Public policy  |   |
|   | currently promotes construction of HOV lanes and discourages construction of general   |   |
|   | purpose lanes. This reflects a widely held notion that because HOV lanes encourage ride-   |   |
|   | sharing and transit use, they reduce congestion and emissions. My research shows that in a   |   |
|   | wide range of typical conditions, construction of a general purpose lane reduces congestion<br>and emission more than the construction of an HOV lane. • 15  |   |
|   | 14 Jack Mallinckrodt, "The Best Evidence of HOV Lane Effectiveness,†• AJM  |   |
|   | Engineering, June 28, 2003, p. 5   |   |
|   | A Parsons-Brinkerhof study showed general purpose lanes provide: 7 times the travel time   |   |
|   | savings, 2.5 times the freeway congestion relief, 2 times the congestion relief on arterials   |   |
|   | (side roads), 16 times more emissions reduction, 12 times the reduction of energy  |   |
|   | consumption All at less than half the total net cost of the HOV alternative. Mixed-flow lane   |   |
|   | additions surpassed every other alternative in every evaluated benefit per unit total net<br>cost.16   |   |
|   | Maltlinckrodt concludes: In all the known complete transportation modeling studies that  |   |
|   | have quantitatively evaluated (overall congestion and/or polluting emissions), optimal   |   |
|   | performance occurs in the natural, unrestricted Mixed-Flow operational mode. In all these  |   |
|   | cases, any attempt to preferentially restrict the natural free distribution of traffic, whether by   |   |
|   | HOV or HOT (High Occupancy Toll) operation, made overall congestion and emissions  |   |
|   | worse And the findings are essentially unanimous in saying that under typical conditions,  |   |
| 1 | maximum transportation benefit per added lane-mile is afforded by unrestricted, mixed-flow,  |   |
|   | rather than HOV operation. • 17  |   |

|  | A recent independent study done by Inrix on the imposition of r<br>Washington State established similar conclusions, The results of<br>shows extended peak hour conditions for most segments in the<br>those in the general purpose lanesAdditionally, these segmen<br>during the peak hour in the general purpose lanes As such, th<br>post-toll speed improvements on I-405 are isolated to vehicles<br>least peak hour congestion (ie., those driving in the HOV/HOT la<br>in the general purpose lanes have generally degraded for the n | eak direction of travel for<br>also show slower speeds<br>analysis suggests that<br>at already experience the<br>ps), while post-toll speeds<br>purpose lanes. | anes. The price they see before entering<br>ing express lanes, along with other |
|--|--|--|---|
|  | 15 Mallinckrodt, p. 5 16 Mallinckrodt, p. 6 17 Mallinckrodt, p. 9  |  |   |
|  | In layman's terms, that means the toll managed lanes actually<br>worse on the general purpose lanes than prior to the toll mana,<br>there is no appreciable or measurable benefit to managed toll<br>shows such lanes cause more congestion, then why would the<br>duty to oversee the mobility of Texans and allow the local MPO<br>intentionally seek to impose them on every highway in urban an<br>congestion, emissions, and non-attainment?  | I lanes being built. So if<br>es, and the data actually<br>te cede its jurisdiction and<br>nd local governments to   |   |
|  | One answer is the anti-car, anti-taxpayer agenda of many urbar<br>been adopted by those in government, which is designed to ma<br>cars. These agencies wants to spend other people's money (to<br>is tax revenues derived from auto users) to intentionally inflict p<br>pursuit of elevating transit over other modes, despite the fact le<br>travel by bus.  | bulate people out of their<br>d insult to injury, most of it<br>n on auto travelers in   |   |
|  | The public is only getting more outraged by the lack of respons<br>surveys (that only let you choose from pre-determined pro-trans<br>automobile preferences or adding traditional, unrestricted auto<br>inflict as much pain as possible on auto users to promote a pro   | options, with no options for pacity), and the intent to  |   |
|  | It's not just studies that show toll roads do not alleviate conges<br>Transportation Committee Chair Joe Pickett argues that tolls ar<br>congestion.   |  |   |
|  | Toll projects actually exacerbate congestion. The one in my con<br>Pickett at his hearing August 30. Pickett's referring to the Cesa<br>managed lane project where only 6% of traffic utilizes the lanes<br>stuck in congestion.   | havez Border Highway toll  |   |
|  | Pickett told KVIA News in El Paso last year that, Things have ch<br>lessen congestion, you open up the roads to everyone. •  | ged and if you want to   |   |
|  | 18 Report shows Washington toll road caused congestion,TheN<br>2016 < http://www.thenewspaper.com/news/48/4898.asp>  | vspaper.com February 18,   |   |
|  | Here is one citizen's real life take on the loss of control that occ<br>is allowed a foothold.   | s when congestion tolling  |   |
|  | It is too expensive to drive on the tollways. When you get on it s<br>are on, the price changes to \$5.67. The cost to Dallas is \$20 al<br>Worth is \$20, so in one day you pay \$40 in tolls just to go to we<br>rate, the one person driving the car has spent two and a half he<br>the drive to go to work. This is not rightreveals Fort Worth driv   | the cost back to Fort<br>and come home. At that<br>s of work just paying for   |   |
|  | The state is duty-bound to reverse this debt-toll sink hole and c<br>cars that seeks to tightly control usage of our public highways in<br>relief. Tolls are the most expensive option, and therefore must<br>virtually only option. At nearly every Texas Transportation Comm<br>Governor Greg Abbott took office, the Commission has approve<br>toll projects, including granting public funds to prop-up these p<br>and cannot be built without state or federal financial assistance   | ne name of congestion<br>ase to be the first and<br>sion meeting since<br>irtually nothing but more  |   |
|  | State leaders cannot claim they've changed course when 100 i<br>now underway. Texans aren't fooled by the empty rhetoric or pl<br>experience the reality of these broken, bankrupt policies every<br>daunting task of commuting on congested highways while they<br>managed lanes right next to them. Those are lanes paid for in p<br>money, yet they cannot access them.   | ners' platitudes. They<br>gle day they face the<br>e empty, underutilized  |   |
|  | This chokes our economic vitality and has become nothing mor   | han a way to extort  |   |

|  | those in high<br>Higher densi<br>increased ot<br>that's linked<br>and air pollu<br>accidents.  | Inly dense urban areas are roughly the same as those living in the suburbs.<br>Ity is associated with higher rates of coronary disease, psychiatric disturbances,<br>pesity, greater susceptibility to infectious disease, and pervasive air pollution<br>to a variety of respiratory ailments. Air pollution actually increases with density,<br>tion particulates have been associated with killing more people than traffic   | As mentioned above, the process of<br>forward is largely based on how we<br>need. As population and employme<br>agencies are looking to utilize a div<br>comes with this growth. This includ<br>certainly does not rule out the emp<br>transportation and urban planning |
|--|--|--|--|
|  | Kotkin, argue<br>but they sho<br>often want tr<br>model of hig<br>and childless<br>urbanism is<br>be moved ar<br>the city and<br>2 In fact, Kot<br>environment<br>3 Today's cit<br>imposing str  | I executive director of the Center for Opportunity Urbanism in Houston, Joel es, "Cities should not be made to serve some ideological or aesthetic principle, uld make life better for the vast majority of citizensplanners and developers o impose their visions from aboveit is time to recognize that the much praised hly stratified, dense urban culture so attractive to the global rich, young people, s professionals" ultimately offers little for the vast majority. A new approach to desperately needed, one that sees people and families not as assets or digits to round and shaped by their superiors but as the essential element that shapes constitutes its essence. tkin documents that the rise of auto-centric suburbs provides an ideal to for raising children. ties are downright hostile to families, especially working class families. By icter regulations in order to discourage sprawl, it makes affordable housing and drives the vast majority of people to live outside the urban core. |  |
|  | Sustainable<br>and reduces<br>Kotkin insist<br>consequence<br>place a grea<br>cities with fe   | development promotes a lower standard of living and actually increases poverty personal space, which is not progressive, but regressive.4 s cities cannot continue on this path toward density without serious long-term es. He contends urbanism must restore the central role of families and need to ter emphasis not on dense downtowns but on residential districts, arguing that w children and families will prove fundamentally unsustainable, deprived of a hich they can draw new workers and consumers5   |  |
|  |  | n, The Human City - Urbanism for the Rest of Us (Chicago: Agate, 2016), p. 9-11,<br>tkin p. 19, 201. 3 Kotkin p. 30. 4 Kotkin p. 44. 5 Kotkin p. 140.  |  |
|  | How does th<br>consultants.<br>urban areas,<br>live, work, ar<br>net outward<br>Californians,  | is tie into toll roads? Desires of citizens conflict with urban planners and<br>It's an agenda wholly embraced by many local governments and MPOs in our<br>, and its choking the life out of Texas and making this an undesirable place to<br>nd raise a family. These policies have chased millions out of California (with a<br>migration 22 out of the last 25 years) 6, and yet Texas, the recipient of many<br>is implementing the same destructive policies at the behest of the same<br>d urbanists that devastated California.  |  |
|  | Transit riders   | ship has not increased despite major investments   |  |
|  | use an autor<br>transit cited  | jority of travelers do so by automobile. On average in Texas, 97% of commuters mobile to get where they need to go on a daily basis. The latest reports on public by Steven Polzin of the University of South Florida deals a fatal blow to the $d^{c}$ If you build it, they will come.   |  |
|  | damaging fig<br>stubborn figu<br>remained fla<br>exploded wh<br>of car owner<br>after spendii  | note a $1.3\% - 2.5\%$ decline in transit ridership in 2015. But perhaps the most gure is that transit ridership has remained flat for 45 years. 7 That's a very ure. Contrary to the narrative of transit advocates, overall ridership has also t despite fluctuations in the price of gasoline. Meanwhile, transit supply has ille demand for transit has remained the same and even declined (despite lack ship among millennials, urbanization, and the high cost of car ownership). So, ng billions in taxpayer dollars on shiny new buses and rail cars, government has $_{i}$ for it in terms of actual riders.   |  |
|  | traveled in 2<br>from federal<br>raid of road t  | the Federal Highway Administration reports a 3.5% increase in vehicle miles 015. Yet, 28% of federal surface transportation funds (which primarily originate gasoline taxes) are diverted from highways to public transit. It's high time this funds ends. Transit only accounts for 2% of total trips taken nationally, with 40% ransit trips originating in one city $\hat{e} \in$ New York, which is arguably built around .6, 7, 8   |  |
|  | San Jose Me<br><http: th="" www<=""><th>os, California's skyrocketing housing costs, taxes prompt exodus of residents,<br/>ercury News June 20, 2016<br/>v.mercurynews.com/2016/06/20/californias- skyrocketing-housing-costs-taxes-<br/>lus-of-residents/&gt;</th><th></th></http:> | os, California's skyrocketing housing costs, taxes prompt exodus of residents,<br>ercury News June 20, 2016<br>v.mercurynews.com/2016/06/20/californias- skyrocketing-housing-costs-taxes-<br>lus-of-residents/>   |  |

As mentioned above, the process of determining which alternative (lane type) will move forward is largely based on how well each alternative meets the project's purpose and need. As population and employment continue to grow in the region, transportation agencies are looking to utilize a diverse range of tactics to manage the congestion that comes with this growth. This includes strategies for managing congestion on I-35, but certainly does not rule out the employment of other strategies and tactics as part of transportation and urban planning efforts.

| 7 Steve Polzin, Public Transit Ridership, Three Steps Forward, Two Steps Back, Planetizen The proposed use of City of Austin bond funds is outside the scope of this environ document.  | mental  |
|---|---|
| April 12, 2016 <http: 85595="" node="" public-transportation-ridership-<br="" www.planetizen.com="">three- steps-forward-two-steps-back&gt;</http:>   |   |
| New York is unique and its travel patterns have not been duplicated on a large scale by most other cities in America.   |   |
| In yet another sign that the age of transit investment needs to cease, millennials, the oft-<br>repeated reason as to why taxpayers must invest in more mass transit, represented the<br>largest group of car buyers last year. TransUnion data recently reported that this group is the<br>fastest-growing segment of auto-loan consumers, responsible for 27% of total auto-loan<br>originations in 2014, compared to only 16% of the same market in 2009.9 J.D. Power<br>reports millennials share of new vehicles bought rocketed to 27 percent in 2014 from 18<br>percent in 2010.10 |   |
| According to research by Randal O'Toole of the Cato Institute, buses also contribute more<br>emissions per passenger mile than autos, they also consume more energy than an auto, and<br>they only carry about as many people as five cars.11 When four major metro cities in Texas<br>are in non-attainment, anything that generates more emissions and consumes more energy<br>(like buses), should not be the focus of our state's transportation plans.   |   |
| O'Toole notes in 2014, VIA spent nearly a dollar to move each passenger mile by bus. By comparison, Americans spent an average of just 43 cents per vehicle mile for driving, counting the cost of purchasing, operating, and insuring cars plus highway subsidies out of general funds (less diversions of gas taxes and other highway user fees to transit and non-highway purposes). At 1.67 people per car, that's just 26 cents per passenger mile, little more than a quarter of the cost of VIA bus transit. •   |   |
| The city of Austin gained approval for a \$720 million bond last November. This bond<br>package is really about implementing the closure of street lanes on virtual all of the major<br>arteries into downtown Austin. More precisely, it's about the conversion of existing lanes to<br>bus-only lanes. This was already authorized by the Capital Area MPO in June of 2015, when<br>it adopted the conversion of 7 arterials into the 2040 Plan. The plan calls for making the<br>switch in 2020.12   |   |
| The bond allocates funding to study 9 more arterials for conversion. So the total of 15 arterials carry approximately 500,000 vehicle trips per day. Taking into account buses and commercial vehicles, and we can assume that 225,000 cars will be physically unable to travel to or through the center city unless they switch to I-35 or MoPac.  |   |
| 8 Nate Silver and Reuben Fischer-Baum, Public Transit Should Be Uber's New Best<br>Friend,†• Five Thirty Eight August 28, 2015 < http://fivethirtyeight.com/features/public-<br>transit-should-be- ubers-new-best-friend/>  |   |
| 9 TransUnion: Auto Loan Growth Driven by Millennial Originations; Auto Delinquencies<br>Remain Stable, February 25, 2015 <http: newsroom.transunion.com="" transunion-auto-<br="">loan-growth- driven-by-millennial-originations-auto-delinquencies-remain-stable&gt;</http:>   |   |
| 10 Leonid Bershidsky, Millennials are buying cars after all, Bloomberg January 4, 2016<br><https: <="" td=""><td></td></https:>   |   |
| www.bloomberg.com/view/articles/2016-01-04/millennials-are-buying-cars-after-all>   |   |
| 11 Randal O'Toole, Via fails to see its growing irrelevance, Express-News August 28, 2016   |   |
| <http: article="" commentary="" opinion="" via-fails-to-see-its-growing-<br="" www.mysanantonio.com="">irrelevance-9186942.php&gt;</http:>  |   |
| Guadalupe was 6 lanes wide from Cesar Chavez to 24th Street. It is now four lanes wide.<br>The bond item for Guadalupe explicitly calls for reducing it to two lanes from 19th to 29th<br>Street. The 2018 bond will continue the lane reduction from 29th to Parmer Lane via North<br>Lamar. The city of Austin also wants to toll every vehicle that enters downtown Austin.13  |   |
| Planners often refer to such initiatives as complete streets. The aim is purportedly to make<br>streets more accommodating to buses, bikes and pedestrians. But the end result is choking<br>congestion for vehicles, with the vast majority of travelers stuck in unbearable gridlock so<br>that others can promote an anti-car agenda. The state has a stake in these high-stake<br>gimmicks. If 225,000 cars can no longer navigate city streets in downtown Austin, that<br>means armageddon for I-35 and MoPac.  |   |
|   | kmini 12, 0.01 et http://www.glaventerm.com/mode/8556/gl.ubicit.transportation.indenthy-<br>there for its and part of its Turker glavent at have not been duplicated on a large scale by mote<br>intervention.         New York is anyon and the gave York is anyon and the gave York is anyon anyo |

| The city of Austin is just one of many Texas urban areas that have already put complete streets policies into place. The state must step-in to prevent the wholesale standstill of vehicles across our state. To think local transportation policies do not impact the state  |
|---|
| highway system would be a gross failure to protect the transportation system. center of I-35. This improvement would provide the single largest capacity gain for I-35.   |
| Restricted lanes make congestion WORSE not better A Planning and Environmental Linkages (PEL) Study was conducted in 2014 to help   |
| determine the purpose and need for the additional capacity, lane type atternatives/mode<br>choice, and segments of independent utility (stand-alone projects) in Travis County. The<br>providing more reliable travel times, and creating a more dependable and consistent route<br>of transit reliables and need to the public support and<br>taxpayers want unrestricted access to the lanes paid for with their tax revenues. The GOP<br>2016 Platform added a plank opposing restricted lanes, not just toll lanes.<br>12 United States, Capital Area Metropolitan Planning Organization, CAMPO 2040 Plan, •<br><http: campo-plan-2040="" plans-programs="" www.campotexas.org=""></http:> the ideology of urban planners is one that if you create road scarcity and put Texans on<br>aroad diet, they'll be forced to switch modes and get on a bus to gain mobility. Yet, once<br>again, the data shows overall transit ridership for the last 45 years has been flat, wheras<br>wehicle miles traveled by car has increased, regardless of congestion levels. Road scarcity determine the purpose and need for the additional capacity, lane type atternatives/mode<br>choice, and segments of independent utility (stand-alone projects) in Travis County. The<br>public straveled by can has not prove to meaningfully increase<br>overall transit (attransit diversite) is what the public support and<br>taxpayers want unrestricted access to the lanes paid for with their tax revenues. The GOP<br>2016 Platform added a plank opposing restricted lanes, not just toll lanes.<br>12 United States, Capital Area Metropolitan Planning Organization, CAMPO 2040 Plan, •<br><ht>transit.emergency responders, and other motorists.   13 Vince May, Atler's \$720 million bond to convert auto lanes to bus only and<br/>lanes, Texas TURF, August 17, 2016 <a 012-00-01-030-9-<br="" 2012="" http:="" www.texasturf.org="">30/latest- news/2170-buyer-beware-austin-bond-to-eliminate-auto-lanes-convert-others-to-<br/>bus-only&gt;</a></ht> |
| <ul> <li>only drives up emissions due to more congestion and more idling vehicles.</li> <li>only drives up emissions due to more congestion and more idling vehicles.</li> <li>only drives up emissions due to more congestion and more idling vehicles.</li> <li>only drives up emissions due to more congestion and more idling vehicles.</li> <li>only drives up emissions due to more congestion and more idling vehicles.</li> <li>only drives up emissions due to more congestion and more idling vehicles.</li> <li>only drives up emissions due to more congestion and more idling vehicles.</li> <li>only drives up emissions due to more congestion and more idling vehicles.</li> </ul>  |
| Maltlinckrodt does apply his conclusions about HOT lanes at the end of his study (cited<br>below).<br>Dr. Joy Dahlgren in her study Analysis of the Effectiveness of HOV Lanes said: "Public policy<br>currently promotes construction of HOV lanes and discourages construction of general<br>purpose lanes. This reflects a widely held notion that because HOV lanes encourage ride-<br>sharing and transit use, they reduce congestion and emissions. My research shows that in a<br>wide range of typical conditions, construction of a general purpose lane reduces congestion<br>and emission more than the construction of an HOV lane. • 15<br>14 Jack Mallinckrodt, "The Best Evidence of HOV Lane Effectiveness,†• AJM<br>Engineering, June 28, 2003, p. 5<br>A Parsons-Brinkerhof study showed general purpose lanes provide: 7 times the travel time   |
| savings, 2.5 times the freeway congestion relief, 2 times the congestion relief on arterials<br>(side roads), 16 times more emissions reduction, 12 times the reduction of energy<br>consumption All at less than half the total net cost of the HOV alternative. Mixed-flow lane<br>additions surpassed every other alternative in every evaluated benefit per unit total net<br>cost.16<br>Maltlinckrodt concludes: In all the known complete transportation modeling studies that<br>have quantitatively evaluated (overall congestion and/or polluting emissions), optimal  |

|  | performance occurs in the natural, unrestricted Mixed-Flow operational mode. In all th       | Tolling is a voluntary user fee, paid only by drivers who choose to utilize the lanes, while      |
|--|--|---|
|  | cases, any attempt to preferentially restrict the natural free distribution of traffic, whet | her by taxes are mandatory and charged to everyone. The same number of non-tolled lanes           |
|  | HOV or HOT (High Occupancy Toll) operation, made overall congestion and emissions            | available today will remain available in the future, providing a free route for those who do      |
|  | worse And the findings are essentially unanimous in saying that under typical conditi        |   |
|  | maximum transportation benefit per added lane-mile is afforded by unrestricted, mixed        |   |
|  | rather than HOV operation. • 17  | Express lanes benefit all lanes. Numerous studies show that people of all income levels           |
|  |  | them, approve of them, and agree they reduce congestion. Tolling provides travelers with          |
|  |  | 105 in choice. Studies have shown that lower-income individuals face the greatest financial har   |
|  | Washington State established similar conclusions, The results of this preliminary analy      | sis when they do not have access to options that can get them to their everyday destination       |
|  | shows extended peak hour conditions for most segments in the peak direction of trave         | for Lack of choice can result in lost wages, late fees for day care, or decisions that restrict a |
|  | those in the general purpose lanesAdditionally, these segments also show slower spe          | eds person's quality of life that could have been avoided, if they had the option to bypass       |
|  | during the peak hour in the general purpose lanes As such, this analysis suggests the        | t congestion.   |
|  | post-toll speed improvements on I-405 are isolated to vehicles that already experience       |   |
|  | least peak hour congestion (ie., those driving in the HOV/HOT lanes), while post-toll sp     |   |
|  | in the general purpose lanes have generally degraded for the majority of drivers." 18        | you simply cannot be late. Express lanes offer users a reliable trip to get where they nee        |
|  |  | go, and fast.   |
|  | 15 Mallinckrodt, p. 5 16 Mallinckrodt, p. 6 17 Mallinckrodt, p. 9                            |   |
|  |  | The current mobility crisis in Texas is bad for everyone – bad for the environment, for the       |
|  | In layman's terms, that means the toll managed lanes actually caused congestion to g         | economy, for public safety, and for quality of our life. All new roads, including those that      |
|  | worse on the general purpose lanes than prior to the toll managed lanes being built. S       | if tolled, give drivers more choices and allow them to spend less time on the road. TxDOT i       |
|  | there is no appreciable or measurable benefit to managed toll lanes, and the data actu       | ally driven to protect economic vitality by connecting communities and commerce, and closi        |
|  | shows such lanes cause more congestion, then why would the state cede its jurisdiction       | n and the gap between affordable housing and employment centers.                                  |
|  | duty to oversee the mobility of Texans and allow the local MPOs and local governments        | to  |
|  | intentionally seek to impose them on every highway in urban areas further exacerbatin        |   |
|  | congestion, emissions, and non-attainment?   |   |
|  |  |   |
|  | One answer is the anti-car, anti-taxpayer agenda of many urbanists and planners that         | ave   |
|  | been adopted by those in government, which is designed to manipulate people out of           | neir  |
|  | cars. These agencies wants to spend other people's money (to add insult to injury, mos       | t of it   |
|  | is tax revenues derived from auto users) to intentionally inflict pain on auto travelers in  |   |
|  | pursuit of elevating transit over other modes, despite the fact less than 3% of commut       | Irs   |
|  | travel by bus.   |   |
|  |  |   |
|  | The public is only getting more outraged by the lack of responsiveness, the rigged onlir     | e   |
|  | surveys (that only let you choose from pre-determined pro-transit options, with no option    | ns for  |
|  | automobile preferences or adding traditional, unrestricted auto capacity), and the inter     | t to  |
|  | inflict as much pain as possible on auto users to promote a pro-transit agenda.              |   |
|  |  |   |
|  | It's not just studies that show toll roads do not alleviate congestion, former House         |   |
|  | Transportation Committee Chair Joe Pickett argues that tolls are actually causing            |   |
|  | congestion.  |   |
|  |  |   |
|  | Toll projects actually exacerbate congestion. The one in my community does, proclaime        | d   |
|  | Pickett at his hearing August 30. Pickett's referring to the Cesar Chavez Border Highwa      | y toll  |
|  | managed lane project where only 6% of traffic utilizes the lanes, leaving 94% of comm        | iters   |
|  | stuck in congestion.   |   |
|  | _  |   |
|  | Pickett told KVIA News in El Paso last year that, Things have changed and if you want t      |   |
|  | lessen congestion, you open up the roads to everyone. •                                      |   |
|  |  |   |
|  | 18 Report shows Washington toll road caused congestion, The Newspaper.com Februar            | / 18,   |
|  | 2016 < http://www.thenewspaper.com/news/48/4898.asp>   |   |
|  |  |   |
|  | Here is one citizen's real life take on the loss of control that occurs when congestion to   | lling   |
|  | is allowed a foothold.   |   |
|  |  |   |
|  | It is too expensive to drive on the tollways. When you get on it says it is \$0.97, but onc  | vou   |
|  | are on, the price changes to \$5.67. The cost to Dallas is \$20 and the cost back to Fort    |   |
|  | Worth is \$20, so in one day you pay \$40 in tolls just to go to work and come home. At      | hat   |
|  | rate, the one person driving the car has spent two and a half hours of work just paying      |   |
|  | the drive to go to work. This is not rightreveals Fort Worth driver Kenneth Roman.           |   |
|  |  |   |
|  | The state is duty-bound to reverse this debt-toll sink hole and cease the anti- liberty wa   | ron   |
|  | cars that seeks to tightly control usage of our public highways in the name of congestion    |   |
|  | relief. Tolls are the most expensive option, and therefore must cease to be the first an     |   |
|  |  |   |
|  | virtually only option. At nearly every Texas Transportation Commission meeting since         |   |
|  | Governor Greg Abbott took office, the Commission has approved virtually nothing but r        | lore  |
|  |  |   |
|  | toll projects, including granting public funds to prop-up these projects that are not toll   |   |
|  |  |   |

| State leaders cannot claim they've changed course when 100 miles of new toll projects are<br>now underway. Texans aren't fooled by the empty rhetoric or planners' platitudes. They<br>experience the reality of these broken, bankrupt policies every single day they face the<br>daunting task of commuting on congested highways while they see empty, underutilized<br>managed lanes right next to them. Those are lanes paid for in part if not in full with their tax<br>money, yet they cannot access them.  |  |
|---|--|
| This chokes our economic vitality and has become nothing more than a way to extort millions of dollars from Texas commuters. It's a runaway confiscatory tax scheme, feeding a bloated bureaucracy whose time must come to an end. Toll weary Texans anxiously await Governor Abbott's promise to fix our roads without tolls to come to fruition. The buck stops here and the taxpayers won't accept any more excuses. Get the tolls off these roads and return to a pay-as-you-go, accountable, transparent, and efficient transportation system. Texans expect and deserve nothing less. |  |

| 27 N/A | Janice E. | VOH | This is a bad idea. San Antonio builds roads without making them tolled. Austin needs to figure out how to do it as well. Stop making people pay twice to drive! Remember how the                | The environmental study requires the team to define the purpose of and the need for the project. Once determined at the outset of the project's development, the purpose and  |
|--------|-----------|-----|--|---|
|        |           |     | 130 was supposed to fix the congestion? Instead, 35 is more and more crowded and 130 is<br>in bankruptcy. People don't want to use toll roads! Construction on 35 makes the congestion<br>worse. |   |
|        |           |     |  |   |
|        |           |     |  | <ul> <li>Need:</li> <li>Current congestion levels are causing inefficient operations</li> <li>Travel times will increase as population and employment grow</li> <li>Congestion-related delays prevent efficient use of I-35 by transit, emergency responders and other motorists</li> </ul>   |
|        |           |     |  | Purpose:     Improve operational efficiency and manage congestion     Provide more reliable travel times  |
|        |           |     |  | Create a more dependable and consistent route for transit, emergency responders and other motorists   |
|        |           |     |  | The overall Mobility35 Program is also designed to work toward a specific set of goals<br>and objectives; each project proposed under the Mobility35 umbrella is also evaluated<br>for its ability to:  |
|        |           |     |  | Optimize the existing facility     Enhance safety   |
|        |           |     |  | <ul> <li>Increase capacity</li> <li>Minimize need for additional right of way</li> <li>Manage traffic better</li> </ul>   |
|        |           |     |  | Improve east/west connectivity     Improve compatibility with neighborhoods   |
|        |           |     |  | Enhance bicycle, pedestrian and transit-user options  |
|        |           |     |  | Variable priced tolled express lanes are proposed for the Project because they were determined by the Planning and Environmental Linkages Study to best meet the Project's purpose and need, as well as the Program's goals and objectives. The three existing I-35 mainlanes in each direction will remain non-tolled and drivers will have the choice to use the express lanes or general purpose lanes on I-35.  |
|        |           |     |  | Adding a general purpose, or non-tolled lane, to I-35 was considered at an earlier phase<br>in project development. Although adding a non-tolled lane in each direction would<br>increase capacity, it would not do much to better manage traffic or enhance transit-user<br>options because the new mainlane capacity would fill up almost immediately by potential<br>I-35 users who currently avoid the facility because of congestion. This phenomenon,<br>called latent demand, is well documented in roadway expansion projects that add<br>additional mainlanes to a congested corridor.   |
|        |           |     |  | Express lanes are variable priced toll lanes that are separated from existing non-tolled<br>lanes and provide public transit buses, registered vanpools, and emergency vehicles a<br>reliable, toll-free route to their destination. Express lanes provide an additional, reliable<br>travel option for travelers willing to pay a toll.  |
|        |           |     |  | Variable tolling must be implemented to provide reliable travel times within the express<br>lanes by managing the number of vehicles entering the lanes at any given time. When<br>traffic is heavy and demand for the express lanes is high, toll rates increase. When<br>demand is low, toll rates go down. Changeable electronic signs would display the current<br>rates in real time, so drivers know the price before deciding to enter the lanes.  |
|        |           |     |  | Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. |
|        |           |     |  | As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location:<br>http://my35.org/capital/default.htm.  |

| And I've never seen a bus on 35. Is part of the proposal new bus routes as well? People don't use buses to get to work because they take too long. | <ul> <li>The express lane alternative, regardless of whether it is raised or lowered, would benefit transit in the following ways: <ul> <li>CapMetro buses and registered vanpools would have an uncongested, toll-free route</li> <li>Because the variable toll in the express lanes would be priced to maintain an uncongested traffic flow, transit riders would be ensured a reliable trip, even during peak periods</li> <li>Providing a reliable trip to transit riders, even during peak periods, increases the appeal of transit and offers the community a true alternative to driving alone</li> </ul> At this time, congestion on I-35 is such that CapMetro buses do not utilize the corridor. Because the express lanes would provide a reliable travel choice, depending upon bus service levels, approximately 1,500 drivers an hour could ride a bus instead of driving alone </li> </ul>   |
|--|---|
| Either HOV lanes or a commuter rail would be better than this boondoggle. Do not build this!   | <ul> <li>HOV (carpool) lanes would not maximize use of the available roadway capacity. Research has shown that lanes are under-utilized on roads where HOV access is limited to vehicles with three or more passengers. Conversely, when HOV access is granted to any vehicle with two or more passengers, the lanes are over-utilized. The Texas A&amp;M Transportation Institute reported that as of spring 2013, Departments of Transportation across the country had converted or planned to convert 24 HOV lanes to either express lanes or high occupancy toll lanes. Reliability in carpool lanes cannot be assured without a variable toll pricing component, which is required to manage the number of vehicles in the lanes and ensure a reliable travel time even when the general purpose lanes are congested.</li> <li>In the early stages of development for the proposed Project, a Planning and Environmental Linkages Study (PEL Study) was prepared. The PEL Study evaluated a rail alternative for addition in the median of 1-35. This alternative posed several serious design challenges that ultimately prevented it from meeting the proposed Project's purpose and need, and it was removed from further evaluation. These design challenges include:</li> <li>Rail lines require significantly higher vertical clearance than the current roadway provides and would require reconstruction of all bridges along the corridor</li> <li>Because the higher bridges would also require significant reconstruction of cross-streets, raising bridges would also require significant reconstruction of cross-streets</li> <li>Rail lines do not perform well on rolling hills, as trains need a longer distance to climb and descend than vehicles, so a potential rail line could not follow the existing roadway profile of the corridor</li> </ul> |

| 28 Jackson, Jr. | Samuel L. | VOH | Please stop building toll roads and lanes MoPac is a disaster and 5 years of construction to just add a toll lane doesn't do anything for mobility for the average commuter except add more cost on top of the gas taxes he already pays. Build the extra lane and reconfigure the exits but stop double taxing the average motorist. It's shameful. | The environmental study requires the team to define the purpose of and the need for the project. Once determined at the outset of the project's development, the purpose and need is used throughout the project's development as a check-and-balance system to guide decision making. Major project decisions are guided by how well each of the alternatives under evaluation would meet the purpose and need for the project. The purpose and need for the proposed North16 Project is:  |
|-----------------|-----------|-----|--|---|
|                 |           |     |  | Need:       • Current congestion levels are causing inefficient operations         • Travel times will increase as population and employment grow         • Congestion-related delays prevent efficient use of I-35 by transit, emergency responders and other motorists         Purpose:         • Improve operational efficiency and manage congestion         • Provide more reliable travel times         • Create a more dependable and consistent route for transit, emergency  |
|                 |           |     |  | responders and other motorists<br>The overall Mobility35 Program is also designed to work toward a specific set of goals<br>and objectives; each project proposed under the Mobility35 umbrella is also evaluated<br>for its ability to:<br>Optimize the existing facility<br>Enhance safety<br>Increase capacity<br>Minimize need for additional right of way<br>Manage traffic better<br>Improve east/west connectivity<br>Improve compatibility with neighborhoods   |
|                 |           |     |  | • Enhance bicycle, pedestrian and transit-user options<br>Variable priced tolled express lanes are proposed for the Project because they were<br>determined by the Planning and Environmental Linkages Study to best meet the Project's<br>purpose and need, as well as the Program's goals and objectives. The three existing I-35<br>mainlanes in each direction will remain non-tolled and drivers will have the choice to use<br>the express lanes or general purpose lanes on I-35.  |
|                 |           |     |  | Adding a general purpose, or non-tolled lane, to I-35 was considered at an earlier phase<br>in project development. Although adding a non-tolled lane in each direction would<br>increase capacity, it would not do much to better manage traffic or enhance transit-user<br>options because the new mainlane capacity would fill up almost immediately by potential<br>I-35 users who currently avoid the facility because of congestion. This phenomenon,<br>called latent demand, is well documented in roadway expansion projects that add<br>additional mainlanes to a congested corridor.   |
|                 |           |     |  | Express lanes are variable priced toll lanes that are separated from existing non-tolled lanes and provide public transit buses, registered vanpools, and emergency vehicles a reliable, toll-free route to their destination. Express lanes provide an additional, reliable travel option for travelers willing to pay a toll.   |
|                 |           |     |  | Variable tolling must be implemented to provide reliable travel times within the express<br>lanes by managing the number of vehicles entering the lanes at any given time. When<br>traffic is heavy and demand for the express lanes is high, toll rates increase. When<br>demand is low, toll rates go down. Changeable electronic signs would display the current<br>rates in real time, so drivers know the price before deciding to enter the lanes.  |
|                 |           |     |  | Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. |
|                 |           |     |  | As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: http://my35.org/capital/default.htm.   |

| 29 | Dobbs | os Michael VOH |     | There should be consideration of realigning the stretch of Parmer Lane from the Wells<br>Branch crossing to the approach to I-35 to make it straighter. The sight lines in that area<br>create spots where people cannot see cars coming east or westbound due the curve in that<br>stretch of the roadway. | Straightening the alignment near Parmer would have numerous impacts to the business in the area, making it infeasible as part of this project.   |
|----|-------|----------------|-----|---|--|
|    |       |                |     | views of and pedestrians. Pedestrians need more time to cross the roads and also need<br>better marked sidewalks and crossings to get through the Parmer Lane/North Lamar<br>Boulevard, Parmer Lane/I-35 and Howard Lane/I-35/North Lamar Boulevard intersections.  | A separate, stand-alone project at Parmer is being developed through the Lamar<br>Intersection.<br>During the detailed design phase, timing for signals for both pedestrians and vehicles is<br>performed. Once new intersections have been completed, travel studies generally occur to<br>better optimize signal timing based on driving conditions. |
| 30 | Scott | Trevor         | VOH | I think the Northbound exit to Grand Avenue Pkwy (exit 248) should stay where it is. Moving<br>it farther north would make it harder to access the businesses on the access road because<br>drivers would have to exit earlier and wait at the stop light.  | The project team will investigate if keeping the ramp at its current location in the<br>proposed future condition is feasible.   |

| 31 | Grizzle | Gary | VOH | road? Every major expressway in Austin is already a toll road. This article says that local, state, and federal government will be funding the construction, which is basically taxes. Whether it be in income tax, sales tax, or vehicle registration. Seems like we already paid for it, so we should be able to drive on it for free. | The environmental study requires the team to define the purpose of and the need for the project. Once determined at the outset of the project's development, the purpose and need is used throughout the project's development as a check-and-balance system to guide decision making. Major project decisions are guided by how well each of the alternatives under evaluation would meet the purpose and need for the project. The purpose and need for the proposed North16 Project is:  |
|----|---------|------|-----|--|---|
|    |         |      |     |  | Need: Current congestion levels are causing inefficient operations Travel times will increase as population and employment grow Congestion-related delays prevent efficient use of I-35 by transit, emergency responders and other motorists Purpose: Improve operational efficiency and manage congestion Provide more reliable travel times Create a more dependable and consistent route for transit, emergency responders and other motorists   |
|    |         |      |     |  | The overall Mobility35 Program is also designed to work toward a specific set of goals<br>and objectives; each project proposed under the Mobility35 umbrella is also evaluated<br>for its ability to:<br>Optimize the existing facility<br>Enhance safety<br>Increase capacity<br>Minimize need for additional right of way<br>Manage traffic better<br>Improve east/west connectivity<br>Improve compatibility with neighborhoods<br>Enhance bicycle, pedestrian and transit-user options   |
|    |         |      |     |  | Variable priced tolled express lanes are proposed for the Project because they were determined by the Planning and Environmental Linkages Study to best meet the Project's purpose and need, as well as the Program's goals and objectives. The three existing I-35 mainlanes in each direction will remain non-tolled and drivers will have the choice to use the express lanes or general purpose lanes on I-35.  |
|    |         |      |     |  | Adding a general purpose, or non-tolled lane, to I-35 was considered at an earlier phase<br>in project development. Although adding a non-tolled lane in each direction would<br>increase capacity, it would not do much to better manage traffic or enhance transit-user<br>options because the new mainlane capacity would fill up almost immediately by potential<br>I-35 users who currently avoid the facility because of congestion. This phenomenon,<br>called latent demand, is well documented in roadway expansion projects that add<br>additional mainlanes to a congested corridor.   |
|    |         |      |     |  | Express lanes are variable priced toll lanes that are separated from existing non-tolled<br>lanes and provide public transit buses, registered vanpools, and emergency vehicles a<br>reliable, toll-free route to their destination. Express lanes provide an additional, reliable<br>travel option for travelers willing to pay a toll.  |
|    |         |      |     |  | Variable tolling must be implemented to provide reliable travel times within the express<br>lanes by managing the number of vehicles entering the lanes at any given time. When<br>traffic is heavy and demand for the express lanes is high, toll rates increase. When<br>demand is low, toll rates go down. Changeable electronic signs would display the current<br>rates in real time, so drivers know the price before deciding to enter the lanes.  |
|    |         |      |     |  | Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built. |
|    |         |      |     |  | As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location:<br>http://my35.org/capital/default.htm.  |

| 32 | Nagel    | Peter   | VOH | The bike/pedestrian improvements are long overdue!   | Thank you for taking the time to provide your input.  |
|----|----------|---------|-----|--|---|
| 33 | Clements | Andrew  |     | To change travel/commuter behavior; and if the goal is to reduce single-occupant vehicles<br>and vehicle miles traveled - why not institute high-occupancy vehicle lanes, rather than<br>managed lanes? It is, at the most basic level, wrong, and undemocratic, to create two<br>"classes" of drivers on public-owned right-of-way. It is also reprehensible, and short-sighted,<br>to plan on spending almost 5-billion tax dollars to "fixing" Interstate 35 (when accepted<br>knowledge is that "you can't build your way out of traffic congestion" by building more single-<br>occupant vehicle capacity) - and not planning to spend even a fraction of that same amount<br>on public transit. Why not "half" that \$5 billion and spend \$2.5 billion on transit - a travel<br>mode that will truly provide a mobility option? | <ul> <li>The express lane alternative would benefit transit in the following ways:</li> <li>CapMetro buses and registered vanpools would have an uncongested, toll-free route</li> <li>Because the variable toll in the express lanes would be priced to maintain an uncongested traffic flow, transit riders would be ensured a reliable trip, even during peak periods</li> <li>Providing a reliable trip to transit riders, even during peak periods, increases the appeal of transit and offers the community a true alternative to driving alone</li> <li>At this time, congestion on I-35 is such that CapMetro buses do not utilize the corridor. Because the express lanes would provide a reliable travel choice, depending upon bus service levels, approximately 1,500 drivers an hour could ride a bus instead of driving alone during peak travel times.</li> </ul>  |
| 34 | Novacek  | Matthew |     | I'm glad to see some bike pedestrian improvements in the project, but I'm disappointed in:<br>1) The shared use paths seem discontinuous, they come and go somewhat randomly.  | The Mobility35 Program is working to expand the network of safe bicycle and pedestrian facilities along the frontage road and improving safety and mobility at east-west crossings for cyclists and pedestrians.<br>We recognize that the sidewalk system along I-35 is incomplete. As part of the proposed project, the system would be upgraded wherever possible to meet current engineering design guidelines. The project would include the construction of, where possible, 10-foot-wide shared use paths on each side of the roadway. At certain locations, this width will be reduced to fit within constraints such as existing right of way as well as to minimize impacts to business and utilities.<br>The shared use path that is being proposed for the project would be separated from the frontage roads by a curb and a three-foot buffer (at a minimum). Additionally, signage would be provided at intersections and driveways, where appropriate, to avoid collisions between bicyclists/pedestrians and motorists. The shared use path is being design criteria. |
|    |          |         |     | <ul> <li>2) There doesn't seem to be any improved pedestrian or bike access through the 183/35 interchange. This is a dangerous chokepoint and barrier in the active transportation system.</li> <li>3) I would like to see work tying the shared use path to the Walnut Creek Trail system.</li> <li>4) The same with the Tier II Little Walnut Creek trail (from the Austin Urban Trails Master Plan).</li> </ul>  | Improvements to bicycle and pedestrian accommodations at I-35 and US 183 are being considered as part of a separate project, <u>I-35 from Rundberg Lane to US 290 East</u> .<br>The project team is currently looking at how to accommodate a connection to the Walnut Creek Trail system under the bridges and is coordinating with the City.  |
| 35 | Scott    | Trevor  | VOH | I'd like to see them add flyovers from northbound I-35 to Tollway 45 and from Tollway 45 to southbound I-35.   | The construction of the future SH 45 direct connectors would be based on traffic needs.<br>They are currently not listed in the CAMPO 2040 plan.  |
|    |          |         |     | And I'm also curious as to why the proposed new flyovers at I-35 and 183 are so wide.<br>Wouldn't 1 lane be enough, like the old ones, or are they making them 2 lanes?  | Improvements proposed as part of the <u>I-35 from Rundberg Lane to US 290 East</u> Project are outside of the scope of this environmental study.  |
| 36 | Grimes   | Tim     |     | Will the in-line or T ramp transit accesses be above or below the freeway? I am a frequent transit user and am interested in providing more reliable transit access from Georgetown to Austin  | The design of future transit access in the project area has not been determined yet. The North16 project is being designed by TxDOT to accommodate transit access at two locations; however, the transit type (in-line or T-ramp) and access to the transit stop (above or below I-35) would be determined at a later date in coordination with Capital Metro.  |
| 37 | Aguilar  | Hank    | VOH | Finish the ramps IH 35 to Toll way 45  | The construction of the future SH 45 direct connectors would be based on traffic needs.<br>They are currently not listed in the CAMPO 2040 plan.  |
| 38 | Alperin  | Joshua  |     | In order to maximize the value of this effort, the flyovers between I-35 and Toll45 need to be<br>completed:<br>Toll45E/W -> I35 SB<br>I35 NB -> Toll45E/W<br>The traffic backup associated with those two transitions are significant and problematic.  | The construction of the future SH 45 direct connectors would be based on traffic needs.<br>They are currently not listed in the CAMPO 2040 plan.  |

Public Meeting #3 October 24, 2019

| Comment # | Name            | Date Rec'd | Source             | Topic                        | Comment  |   |
|-----------|-----------------|------------|--------------------|------------------------------|--|---|
| 5         | David Negrete   | 10/24/2019 | Comment Form       | Access                       | <ul> <li>After reviewing the general prospectus of the programmed work, I support the improvements to I35. I though have a couple of requests.</li> <li>1. The NO (Neighborhood Office) zoned area between Sandpiper &amp; Meadowlark will need to have access from the frontage road as it does now.</li> <li>5. The NO zoned properties are accessed via hairpin turns off the southbound frontage road. Adding a shared use section complicates those current tight turns (not possible by long trucks only cars &amp; 18'L.Veh.).</li> <li>6. Consideration of bowing the access by securing more property @ Sandpiper &amp; Meadowlark will make the turn-in practical &amp; safe (sketch provided).</li> </ul>   |   |
| 43        |                 |            |                    | Alternative Routes           | 2. Incentive Trucks to go around Austin rather than through.   | Thank you for your co   |
| 153       | Deborah Ormerod | N/A        | Virtual Open House | Alternative Routes           | A major improvement would be to get the 18 wheeler s off 35. I go 10 exits and counted 118<br>18 wheeler s on one trip We need all the lanes for cars. nothing else.   | By bringing the I-35 of Mobility35 Program/ corridor for all users i  |
| 15        | John Koonz      | 10/24/2019 | Mailed Letter      | Alternative Transit          | <ul> <li>Make Hwy 130 a free road. This would divert through traffic.</li> <li>On I35, replace an existing lane with a free managed lane for HOV and buses. This would incentivize people to car pool and use transit.</li> <li>Work with other agencies to increase transit.</li> </ul>   | Capital Metro has be<br>ways to enhance mo<br>would still allow for s<br>work with local trans                      |
| 7         | Kelly Smith     | 10/24/2019 | Comment Form       |                              | Increased foot traffic on a very fast frontage road is not a wise idea. Traffic already exceeds<br>the speed limit ALL the time.   | Wider sidewalks/sha<br>there will be a buffer   |
| 33        | Melinda Kyhn    | 11/2/2019  | Virtual Open House | Bicycle/Pedestrian<br>Access | I appreciate that there will be improvements on I-35; however, I do not agree with the shared pedestrian and bicycle lanes that are expected to be added to the frontage roads.<br>I drive this area (North to South and vice versa) every day, and there are already an abundance of vehicles on the frontage roads, and the Roundabout at 51st Street hasn't improved the traffic flow as much as I think TXDOT thought it would.<br>I believe that if we added shared lanes, with all of the existing abundance of vehicles, even with improved lanes, there would be more issues with the safety of those on the roads, whether they're in a vehicle, on a bicycle, or walking. We need to resolve the issues of vehicle traffic flow before we add any more shared pedestrian and bicycle lanes. The improvements are already 15-20 years behind, and this is where the focus needs to be.  | Wider sidewalks/sha<br>there will be a buffer   |
| 85        | Richard Boyer   | 10/30/2019 | Virtual Open House | Bicycle/Pedestrian<br>Access | Currently crossing I-35 (between north loop and UT) on a bicycle is difficult and never feels<br>safe. The safe-ish options are limited to the large bridge at the Home Depot (which has a<br>confusing flow pattern that angers car commuters when bikes are present), Dean Keaton,<br>which is slightly protected but has the bike path cross over car exits poorly, and the<br>underpass at the Nature's Treasures rock shop near 41st st which is difficult to safely even<br>use the sidewalk because under i-35 the sidewalk vanishes into awful gravel.<br>It would be great if we had dedicated, signaled, pedestrian and bicycle friendly crossings at<br>*every* vehicular crossing over i-35, because often it is incredibly difficult to "just go up to<br>the next crossing" on foot or a bike.<br>Also the proposed bike lane option on the frontage road is terrible unless there is a solid<br>concrete barrier between the cars and the bikes AND the frontage road is limited to <30mph.<br>Anything else is just a waste of money and families with kids would never be able to use it. | TxDOT is implementi<br>the City of Austin. WI<br>bike/pedestrian path<br>Transportation Comr<br>of a traffic study. |

Response

uestion is off TxDOT right-of-way. Improvements in this area are nside existing right-of-way, plus any proposed right-of-way or

comment.

5 corridor up to current interstate design standards, the n/Team can increase safety and reduce congestion in the is including 18 wheelers.

been part of the I-35 planning team since TxDOT began studying nobility along I-35 in 2011. The Capital Express North project r some transit enhancements. The project team will continue to nsit partners.

hared-use paths are being proposed, and where space allows er between the road and bike/pedestrian pathways.

hared-use paths are being proposed, and where space allows er between the road and bike/pedestrian pathways.

nting east/west connection at intersections in coordination with Where space allows, there will be a buffer between the road and athways. Speed limits are set on TxDOT highways by the Texas mmission, considering design speed of the facility and the results

| Comment # | Name           | Date Rec'd | Source             | Topic                        | Comment   |  |
|-----------|----------------|------------|--------------------|------------------------------|---|--|
| 86        | Rebecca Becker | 10/30/2019 | Virtual Open House | Bicycle/Pedestrian<br>Access | I am very concerned about how the widening of the highway will impact east- west<br>connectivity, particularly by bicycle. Current connectivity is abysmal, and where it has been<br>built it is laughably dangerous- are there any cyclists using the roundabouts at 51st? The<br>lanes at Dean Keaton are barely better, as a cyclist sharing the road with cars going 40 mph<br>is hardly my idea of a safe experience. And crossing that many lanes of traffic with the<br>attendant noise and pollution is incredibly unpleasant. We need safe, divided crossings with<br>dedicated signals for pedestrians and bicycles at every highway road crossing- it's easy for<br>cars to go up to the next exit but that is a significant distance for pedestrians and cyclists. Far<br>too many bike lanes dead end at I-35 right now. | TxDOT is implementir<br>the City of Austin. Wh<br>bike/pedestrian path<br>Transportation Comm<br>of a traffic study. |
| 181       |                |            |                    | Bicycle/Pedestrian<br>Access | * Consider parallel bike/ped trails in addition to striped lanes on frontage roads  | The project would inc<br>along I-35 frontage ro<br>are being accommod  |
| 15        |                |            |                    | Bicycle/Pedestrian           | Improve pedestrian and cycling facilities and access along the entire I35 corridor. Fix the   | The project would inc  |
|           |                |            |                    | -                            | broken crossing points, such as Austin's 4th street and I35.<br>I would like to know more about the pedestrian and bike routes in the Double Diamond  | along I-35 frontage ro<br>The project would inc  |
| 90        |                |            |                    | Bicycle/Pedestrian<br>Safety | design planned for Wells Branch Parkway. It is important that bikes and pedestrians have<br>separate, safe passage across IH35. Will there be a separate bike lane? Will there be a<br>barrier separating bikes/pedestrians from car traffic?   | along I-35 frontage ro<br>Parkway. Where spac<br>bike/pedestrian path  |
| 120       | Ed Ireson      | N/A        | Virtual Open House |                              | Please also consider include ample safe pathways for human-scale transit - pedestrians and  | The project would inc  |
| 165       | Kelsey Nunez   | N/A        | Virtual Open House | Bicycle/Pedestrian           | bikes.<br>All bike lanes along frontage roads should be fully protected   | along I-35 frontage ro<br>Wider sidewalks/sha<br>there will be a buffer  |
| 5         |                |            |                    |                              | 3. With the acquisition of the additional ROW the current access drive should be paved by TxDOT. The rationale for that goes way back to when these properties lost access to the roadway when I35 was developed. And with the inevitable use of this area to stage construction, a hard, durable permanent pavement is essential.  | The driveway/street in<br>on the west side of IH<br>approximately 8-foot<br>intended to be touche                    |
| 14        | Robert Meadows | 10/24/2019 | Comment Form       | Construction                 | My neighborhood, the Walnut Creek neighborhood, is bounded by Walnut Creek, N. Lamar<br>(SL275), Braker and IH 35. Given the increasing congestion on Braker and N. Lamar at<br>present, the self-diversion of traffic from IH 35 onto Braker and N. Lamar during construction<br>is a big concern. We already have difficulty leaving the neighborhood from about 3 pm to 7<br>pm, and traffic fleeing IH 35 construction will be unhelpful. Please consider devising<br>mitigation strategies for this. Perhaps also coordinate with Austin Transportation to avoid<br>work on N. Lamar (upcoming mobility projects) while work is going on at the corresponding<br>length of IH 35.  | Detailed construction<br>next phase of the pro<br>zones will be implem<br>various construction a                     |
| 3         | Doug McLean    | 10/24/2019 | Comment Form       | Design                       | Double HOV Lanes in North Section except for pinch points. Less Buffer. 2 way HOV Lanes -<br>Moveable Barrier.<br>Social Engineer use of shoulders to allow use during accidents. Lights or signage to indicate.  | This section of I-35 ha<br>dual managed lanes<br>Cross street bridges a<br>barriers.                                 |
| 6         | Susan Somers   | 10/24/2019 | Comment Form       | Design                       | Can electric vehicles use the HOV Lane?   | Electric vehicles will b   |
| 9         | Ruth Benson    | 10/24/2019 | Comment Form       | Design                       | I am Ruth Benson again I live off Parmer Lane is the Diverging Diamond going to help traffic<br>further down Parmer or just help to ball-up that we have now in that place. Traffic is so bad in<br>the area of Parmer and metric the turning lane that was added then sure do help maybe you<br>could look at doing something further down the diamond intersection might help Lamar and<br>Parmer at 35 but what else are we doing  | The diverging diamon<br>mobility through the i<br>Parmer to the extent<br>intersection because                       |
| 10        | Ruth Benson    | 10/25/2019 | Comment Form       | Design                       | My suggestion is for I-35; Austin have a lot of straight through traffic why can't we build a highway over 35 starting from the end of George Town all the way to maybe slaughter in the air over I-35 some how, make sure none stop trucks use it an through traffic, then we could have to very little to 35 as is  | An elevated I-35 facil<br>not a feasible alterna<br>trucks off of I-35 was<br>130 has seen double                    |

nting east/west connection at intersections in coordination with Where space allows, there will be a buffer between the road and athways. Speed limits are set on TxDOT highways by the Texas nmission, considering design speed of the facility and the results

nclude the addition of bicycle and pedestrian accommodations roads and at east/west crossings. Parallel bike/ped facilities odated with the proposed shared-use path.

nclude the addition of bicycle and pedestrian accommodations roads and at east/west crossings.

nclude the addition of bicycle and pedestrian accommodations roads and at east/west crossings, including Wells Branch pace allows there will be a buffer between the road and thways.

nclude the addition of bicycle and pedestrian accommodations roads and at east/west crossings.

nared-use paths are being proposed, and where space allows er between the road and bike/pedestrian pathways.

t in question is between Sandpiper Ave and Meadow Lark Ave IH 35. The street/access road between these streets is ot offset from the southbound right-of-way line and is not ched during construction.

on phasing/sequencing and schedule will be developed in the project. Work zone information technology systems/smart work mented during construction to help inform the traveling public of n activities.

has a highly constrained right-of-way and does not allow for es in each direction without significant right-of-way acquisition. s and other geometric constraints do not allow for moveable

#### I be able to use the HOV lane.

ond intersection is intended to provide for improved safety and e intersection. It would also reduce congestion further down nt that there would be less traffic backed up at the Parmer/I-35 se of the improved traffic flow.

cility would be too cost prohibitive to construct; therefore, it is native for improving mobility through Austin. Diverting heavy as one of the main reasons that the SH 130 facility was built. SH le digit increases in heavy truck traffic since 2014.

| Comment # | Name             | Date Rec'd | Source             | Topic  | Comment  |  |
|-----------|------------------|------------|--------------------|--------|--|--|
| 11        | Charlotte Giplin | 10/24/2019 | Comment Form       | Design | one lane doesn't seem like it will bring significant relief. The boards say "such as HOV lanes"<br>have been considered. It would be helpful to see what other options have been considered.<br>And time savings benefits of each. Maybe contra flow?  | The north section of I-<br>and does not allow for<br>right-of-way acquisition<br>During development of<br>Environmental Linkag<br>included the addition<br>purpose lanes, and the<br>preliminary alternative<br>a non-tolled environme<br>capacity and reduce of<br>on the preliminary alter<br>refer to the study onli<br>http://ftp.dot.state.tx<br>report.pdf |
| 12        | Stacey Young     | 10/24/2019 | Comment Form       | Design | I am concerned that, although the addition of managed lanes provides an alternative for shared rides, it will not help reduce congestion on IH 35. I would expect construction of this scope should result in a larger benefit to all drivers. It seems that these new lanes should be utilized at full capacity, not just a percentage of the vehicles meeting the criteria of a managed lane.  | Managed lanes are d<br>general-purpose lane<br>users of the roadway<br>general purpose lane  |
| 16        | Stacey Young     | 11/8/2019  | Virtual Open House | Design | My understanding that the concept of adding HOV lanes to existing highways in order to, in part, reduce congestion was tried in Dallas and failed. Drivers began using those lanes illegally by not having the required number of riders. The public complained and demanded enforcement. Subsequently, the HOV lanes had to be altered to provide space for police to park and catch/ticket those drivers illegally using the lanes. In the end, the HOV lanes were converted to Express lanes with varying toll rates similar to the expansion of MoPac. The projects on IH35 need to include additional lanes without restrictions.   | TxDOT is currently op<br>are looking for ways t<br>of toll roads.  |
| 28        | Stephen          | 11/4/2019  | Virtual Open House | Design | Consider designing for an ultimate condition to minimize future bridge replacements and roadway realignments if additional widening/improvements are done in the future after these managed lanes are constructed.   | There is currently no e  |
| 30        | Amber McCullough | 11/4/2019  | Virtual Open House | Design | I am concerned that ONLY one H.O.V. lane in each direction will not alleviate the general traveling public congestion through downtown. Posted materials are not yet convincing that the one lane will get ahead of even the current congestion, and most surely, the future demand. From the October 30th CTRMA board meeting, Mopac (being used as an example of improvement) GP lanes are actually seeing more congestion for longer periods of time. If we spend this much money and the traffic is still stop and go, it will have terrible public perception. If the intent is to improve travel for HOV users only, then please be clear with that. Or please include some comparisons of current to forecasted (at end of project and 10 yrs future) levels of service or speeds at various locations through the project. Please add information about how decisions were made to stop with one HOV lane versus adding more lanes including GP. | This section of I-35 ha<br>dual managed lanes  |
| 36        | Sean Barry       | 11/2/2019  | Virtual Open House | Design | MoPac's managed lanes are already experiencing major operational issues due to having just<br>one lane in each direction. Also, this project has very little usefulness until the Central portion<br>is constructed (that section should go first).  | TIMS SECTION OF 1-35 D2  |
| 43        |                  |            |                    | Design | 3. Central I35 should be buried to reconnect East Austin - this approach has had success elsewhere and is probably the single most important infrastructure project to Austin's future.  | This comment addres<br>document.   |
| 46        | Greg P Anderson  | 11/1/2019  | Virtual Open House | Design | And for the space going through downtown Austin and next to UT Austin please engineer<br>them to be capped at a later time. Also, going from east to west today on foot, bike or<br>scooter is awful. This is the heart of our city, please make these connections better to those<br>of us not in automobiles.  | This comment addres<br>document.   |

### Response

f I-35 (SH 45N to US 290E) has a highly constrained right-of-way for dual managed lanes in each direction without significant ition and displacements.

nt of the I-35 Future Transportation Corridor Planning and kages study, additional alternatives were analyzed. These on of managed lanes (for transit, vehicles, and freight), general I the No Build Alternative. Although tolled express lanes was a tive considered during that study, TxDOT is currently operating in ment for new projects, and we are looking for ways to add more be congestion without the use of toll roads. For more information alternatives considered, and the associated benefits, please nline at:

.tx.us/pub/txdot/my35/capital/projects/sh45n-sh45se/final-

e designed to provide a less congested route than adjacent nes during peak periods for qualifying vehicles. This incentivizes ay to share rides; thereby reducing congestion on the existing nes.

operating in a non-tolled environment for new projects, and we is to add more capacity and reduce congestion without the use

o other ultimate option plans.

has a highly constrained right-of-way and does not allow for es in each direction without significant right-of-way acquisition.

has a highly constrained right of way and does not allow for es in each direction without significant right-of-way acquisition.

resses an issue that is outside of the limits of this environmental

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| Comment # | Name               | Date Rec'd | Source             | Topic  | Comment   |  |
|-----------|--------------------|------------|--------------------|--------|---|--|
| 66        | Kevin Quist        | 10/31/2019 | Virtual Open House | Design | I briefly looked over the schematics and just wanted to make one point: if managed lanes are<br>in the final design, their revenue needs to be funneled towards alternative transportation<br>methods (transit/cycling/walking).<br>Thanks!   | The proposed project<br>project would include<br>along<br>I-35 frontage roads a  |
| 69        | Benjamin Blackburn | 10/31/2019 | Virtual Open House | Design | Hello,<br>First of all I would like to express my full endorsement of Sinclair blacks proposal to Barry I<br>35 through the middle of downtown Austin. I know this would be extremely expensive but I<br>am willing to pay my fair share of the taxes that it would require as the benefit that it would<br>be stole upon the city would outweigh any cost. I know that that is a far-fetched idea a large<br>chance of Getting approved but what we can do in the immediate term is to install manage<br>lanes.<br>Thank You.<br>Benjamin Blackburn  | This comment addres<br>document.   |
| 77        | David              | 10/31/2019 | Virtual Open House | Design | PLEASE add NON signalized U turns at ALL DDI intersections. The DDI at 1431 is atrocious for<br>anyone making a u turn or turning left. And PLEEEAASSEEEE. add two HOV lanes in each<br>direction and 4 free lanes. Why does the south project get more HOV lanes than the north<br>section? Round Rock has over 100,000 people. And why do Temple and Waco get 4 free and<br>open lanes and Austin gets 3? that makes zero sense. but then again, txdot has never been<br>very smart   | Where there is availa<br>investigated. We will<br>The north section of I<br>and does not allow fo<br>right-of-way acquisitio<br>additional lanes are b |
| 90        | Jeaneane McNulty   | 10/27/2019 | Virtual Open House | Design | When IH35 gets backed up, we see increased traffic detouring through the Wells Branch<br>neighborhood from Grand Ave Pkwy to Wells Branch Pkwy along Wells Port Drive. I would like<br>to know whether the proposed Double Diamond intersection at Wells Branch Pkwy & IH35 is<br>expected to encourage or discourage this sort of detour traffic.  | Improvements to I-35<br>north/south mobility<br>specific traffic study h<br>project is increasing o  |
| 92        | Liz Launchbury     | 10/27/2019 | Virtual Open House | Design | Thank you for the opportunity to comment on the state's plans for I-35 in north Austin. My family and I appreciate your efforts and support your overall plan.<br>The following are my comments on the proposed plan for I-35 Capital Express North:<br>As this will be a costly effort to improve I-35 and we only have "one" chance at upgrading the interstate in the next 10+ years, I urge TxDOT to propose TWO managed lanes in each direction through this area to carry what is already a significant number of drivers/trucks/buses. Traffic will only increase and there are very limited alternatives to using I-35. Please be visionary and build for the future with two lanes. In addition, from a safety perspective, a second managed lane helps with accidents and drivers who drive too fast/too slow.<br>I urge TxDOT to build U-turn bridges (north to south, and south to north) at every location in this corridor where they do not exist today, particularly at Parmer Lane and Braker Lane.<br>Residential growth continues to expand in these areas and the need for those u-turn bridges is there today, and will only grow in the future.<br>I am in support of the diverging diamond at Wells Branch Parkway, but I want to ensure that my family and I are on the email mailing list for construction updates in the future to prepare for the years of necessary inconvenience when it is constructed.<br>I support all efforts in the proposed project to support public transit. |  |

## Response

ect would include the construction of non-tolled HOV lanes. The de the addition of bicycle and pedestrian accommodations

and at east/west crossings.

resses an issue that is outside of the limits of this environmental

ilable space, separate u-turn, non-signalized lanes could be ill investigate this opportunity at Wells Branch Pkwy.

f I-35 (SH 45N to US 290E) has a highly constrained right-of-way for dual managed lanes in each direction without significant ition and displacements. The other locations along I-35 where e being added have more available right-of-way.

35 and cross streets are intended to increase safety, ty and east/west connectivity through the I-35 intersections. No y has been performed at the local street level; however the g capacity to the facility in order to alleviate detouring traffic.

f I-35 (SH 45N to US 290E) has a highly constrained right-of-way for dual managed lanes in each direction without significant ition and displacements.

including Braker Lane) is being designed with u-turns in both at Parmer Lane will be part of the diverging diamond

ame to the email list for future construction updates.

| Comment # | Name             | Date Rec'd | Source             | Topic  | Comment  |   |
|-----------|------------------|------------|--------------------|--------|--|---|
| 103       |                  |            |                    | Design | Thirdly, the pre-emptive response to congestion on this section of IH-35 would have been the construction of a freeway loop circumventing Austin a few miles to the east, for drivers with destinations to the north of Austin - those who presently are "just passing through." This current problem is typical of Austin, as it is likewise the case with the planning (or, lack thereof) regarding intra-city traffic and public transportation within Austin and between Austin and neighboring cities (i.e., San Antonio): all proposed solutions are DECADES TOO LATE. In all cases, responses to these problems failed to be contemporaneous with their onset. It's akin to advising a person with terminal lung cancer to stop smoking. The "solution" to traffic problems in and around Austin is, at this point, to let traffic congestion get so bad that people stop moving here and start leaving here. | Thank you for your co   |
| 112       | Justin Spillmann | N/A        | Virtual Open House | Design | The location of the north bound exit ramp just north of Slaughter lane needs to be moved<br>back to where it is now, so that people can access their properties without having to go thru<br>the Slaughter lane stop light. The location of the exit ramp in the proposed plans is too far<br>north and will result in significantly more traffic having to use an already congested Slaughter<br>lane intersection, instead of being able to exit where the ramp is now.  | This comment addres<br>document   |
| 124       | Scott            | N/A        | Virtual Open House | Design | Seems limiting WIm Cannon traffic to two lanes at I-35 ensures future bottleneck. Right turn lanes onto WIm Cannon unnecessary - should be WIm Cannon's third lane. (Looks like additional land is available for limited right turn lane onto WIm Cannon.) Dual left turn lanes from WIm Cannon to I-35 confusing and dangerous - should include option to proceed east/west. Add sign that warns drivers left lane must turn left onto frontage road. Time lights on WIm Cannon to facilitate exit from I-35 area. Move bus stops off WIm Cannon to facilitate traffic away from I-35 area. WIm Cannon bridge currently stripped for east and west bike lane yet no bike lane exists west of bridge (bike lane to nowhere). Fix the drastic bump on eastbound WIm Cannon at west side of new I-35 bridge.   | This comment addres<br>document.  |
| 148       |                  |            |                    |        | 2) Reducing the number of cross-streets in the downtown section. The City of Austin will<br>eventually seek to "cap" this section of the highway. We have discussed using that area as<br>park space, but it will be difficult to do that if there is a 45 MPH crossing and turn around<br>every block downtown.   | This comment addres<br>document.  |
| 165       |                  |            |                    | Design | Thanks for your help to improve this infrastructure for our community!<br>and there needs to be a reduction in the number of exits/entrances.  | Reducing entrances/<br>space is allowed (i.e.,<br>bypass lane is being<br>traffic analysis is bein<br>ramps and weave len   |
| 167       | Paul Sistare     | N/A        | Virtual Open House | Design | Need to have additional lanes for traffic, not 4 new lanes for lightly used HOV. Or at least a split with just 1 HOV lane in each direction.   | HOV lanes save time<br>traffic. Because most<br>are fewer vehicles in<br>congested ride. HOV<br>congestion, which is<br>can motivate drivers<br>meaning we move m |
| 170       | Adelaida Perez   | N/A        | Virtual Open House | Design | There needs to be an express lane exit for Slaughter and/or FM 1626 in order to benefit commuters from these growing neighborhoods.  | This comment addres<br>document.  |
| 177       | John Koonz       | N/A        | Virtual Open House | Design | CAPITAL EXPRESS NORTH PROJECT - I35 is congested because this area encourages AND subsidizes suburban sprawl rather than denser infill. This is INDUCED DEMAND. Adding a lane will NOT help. It never has, and it never will. Make an existing lane a free managed lane for HOV and buses. Make I35 a toll road and 130 free.  |   |
| 181       |                  |            |                    | Design | <ul> <li>* Consider access points and improvements to roads for access to managed lane facility</li> <li>* Restrict trucks to outside lanes; provide incentives to trucks to use SH 130</li> <li>* provide incentives/priority use for electric and plug in hybrid vehicles in managed lanes</li> </ul>  | Appropriate access p<br>traffic modeling.<br>18-wheel trucks will t<br>Incentives for electric  |

Response

comment.

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resses an issue that is outside of the limits of this environmental

s/exits would put more traffic through the intersections. Where e., Wells Branch Parkway and Parmer Lane), a intersection g proposed to reduce vehicles at those intersection. A detailed eing conducted to determine the locations of entrance/exit engths.

ne for car-poolers and transit riders by enabling them to bypass ost drivers, especially during rush hour, are driving alone, there in HOV lanes, giving car-poolers and transit vehicles a less-IV lanes can also provide commuters a needed alternative to is not always possible if all lanes are opened to everybody. This rs who typically travel alone to carpool or choose transit, more people in fewer vehicles, which benefits everyone. resses an issue that is outside of the limits of this environmental

comment.

points and improvements to roads have been considered with

Il be prohibited from using the left (inside) lane.

ric/hybrid vehicles will not be provided.

| Comment # | Name               | Date Rec'd | Source             | Topic         | Comment   |   |
|-----------|--------------------|------------|--------------------|---------------|---|---|
| 101       | Peggy Maceo        | N/A        | Virtual Open House | Environmental | The northeast corner of Braker and IH35 is home to one of the oldest and most significant<br>trees in Austin. The saving of this tree in 1973 by Margaret Hoffman<br>Margaret Hoffman Called attention to it's beauty and historic nature in 1973 because it was<br>to be removed to create 2 parking places. Her words and passion initiated Austin's first tree<br>preservation ordinances, the importance of urban forest preservation and Austin's appreciate<br>for its trees.<br>This iconic tree is in peril because of the IH35 project.<br>The proposed sidewalk, paving, heavy machinery, Trenching, and grade changing will<br>seriously compromise the preservation of this historic tree. All measures should be taken to<br>mitigate these impacts.<br>Has a plan to protect this tree been devised? Has an arborist assessed the tree?<br>It it difficult to see from the plans posted what will change for the frontage road<br>Next to the tree. It appears the road will expand? And there will be a shared use path directly<br>through the critical root zone of this tree. An alternative plan for this path should be devised.<br>The grassy area around the tree and the grassy patch next to the tree need to be preserved so<br>the tree roots get rain. The tree should be heavily armored during construction and be fenced<br>protecting the entire Critical root zone.<br>Best Management practices should be in place.<br>Thank you for attention to this matter. | The project team is an<br>way acquired or deep<br>project would not imp |
| 97        | Jennifer Hranitzky | 10/25/2019 | Virtual Open House | Flooding      | Ever since the project startedat the feeder of I35 and Hermitage, excessive silt and mud are running off when it rains and clogs ups the sewer drains to Little Walnut Creekeven last night I was out there with a large broom moving silt so that my garage wouldn't floodis this going to keep happening?Since my garage has already flooded once, the construction manager came out once, but whatever engineering is being done to "improve" flooding situations on the feeder has resulted in more flooding of the streets into the neighborhood as it runs downhill into our neighborhoodit was not like this when I bought my home 12 years agoI have not had flooding problems when it rained until the construction began on the feederthis was not planned well   | This comment will be<br>appropriate solution.                           |

| Response |
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|          |
|          |

s aware of the referenced heritage tree. There will be no right-ofeep excavation required at the tree's location; therefore, the mpact the tree or its root system.

be shared with TxDOT's construction crews to determine an on.

|   | Comment # | Name             | Date Rec'd | Source             | Topic        | Comment   |  |
|---|-----------|------------------|------------|--------------------|--------------|---|--|
|   | 42        | michael fossum   | 11/1/2019  | Virtual Open House | Historic     | <ul> <li>The Austin Hentage Tree Foundation communicated with Stacey berningheid, 1xDot, in 2014 and provided several comments that were critical to preserve the historic 700 yr, old tree at the Northern Tool parking lot, just north of Braker. This historic 700 yr, old heritage tree will be heavily impacted by the IH35 Capital Expressway North project. This tree has a honor plaque describing its history that was put by Austin's Tree Lady Margret Hoffman. This is the second most important heritage tree in Austin , after the Treaty Oak.</li> <li>Please, take all measures to protect this very old historic heritage tree, and make the necessary changes. I think that none of my recommendations were used and that this tree will be heavily impacted by the IH35 project. However, I can't tell exactly with the schematics in your web page (attached) if the tree will be impacted by sidewalks/multiuse paths, driveway replacement and/or grade changes.</li> <li>I don't have any notes about being contacted by the consultant after these emails. I do remember a meeting on site, but I'm not sure if that was with the consultant or my certified arborists. I consulted with 3 independent certified arborists at that time.</li> <li>I'm listing my original feedback below regarding the 700 yr. old historic tree. These concerns were provided by my 3 certified arborists and shared by the former City Arborist Michael Embesi:</li> <li>It is imperative that all the grassy area (the rectangular grassy median as well as the grassy strip in front and north of the tree) be preserved undisturbed due to the historic importance of this tree. This area is marked with red dots in the picture below.</li> <li>Currently, there is no sidewalk by the tree. Since the plan is to build a sidewalk along the frontage road, it is imperative to place it as far away from the tree as possible and that no work be done with large machinery near the tree.</li> </ul> | The project team is a<br>of-way acquired or do<br>project would not im   |
| I | 176       | Susan Pantell    | N/A        | Virtual Open House | HOV Capacity | Managed lanes should require at least three people per vehicle.   | When managed lane<br>underutilized and ha  |
|   | 18        | Mary Pustejovsky | 11/8/2019  | Virtual Open House | Multimodal   | I also oppose all projects that seek to increase driving. We need transit, biking, and walking<br>to reduce our CO2 emissions. This project does nothing to decrease that, and only increases<br>VMT.   | The project includes<br>and bicyclists. TxDOT<br>proposed managed I  |
|   | 55        | Hank Long        | 10/31/2019 | Virtual Open House | Multimodal   | Stop building highway expansions and make bus and bike lanes instead.   | Right now, public tra<br>vehicles on I-35. Mar<br>allowing them to byp<br>feasible, the Capital<br>managed lanes from<br>mainlanes. TxDOT is<br>The project would ind<br>along I-35 frontage r |

Response

s aware of the referenced heritage tree. There would be no rightdeep excavation required at the tree's location; therefore, the mpact the tree or its root system.

nes require three or more occupants per car, they are nave excess capacity.\_\_\_\_\_

es the construction of shared-use paths to be used by pedestrians OOT is working with Capital Metro regarding bus access into the ed lane.

ransit buses and registered van pools sit in traffic with all other anaged lanes provide these vehicles with a more reliable route, ypass congestion and arrive at their destinations quicker. Where al Express North project will allow vehicles to directly enter the om the frontage road without having to weave through the is working with Capital Metro on access points and transit usage.

include the addition of bicycle and pedestrian accommodations e roads and at east/west crossings.

| Commen | :# Name      | Date Rec'd | Source             | Topic      | Comment   |   |
|--------|--------------|------------|--------------------|------------|---|---|
| 66     |              |            |                    | Multimodal | The state of Texas is choking on cars and we need to start creating multiple transportation systems so no one systems becomes overburdened (see the road system).   | Capital Metro has bee<br>ways to enhance mot<br>and South projects we<br>team will continue to  |
| 86     |              |            |                    |            | What provisions for public transit will be incorporated? Will right of way be dedicated for<br>more transit stations and infrastructure? We know building roads just leads to induced<br>demand and more traffic- how will modes other than single occupancy vehicles be promoted<br>so that we're not just building ourselves a bigger traffic problem that cuts our city in half? | Right now, public tran<br>vehicles on I-35. Man<br>allowing them to bypa<br>feasible, the Capital E<br>managed lanes from<br>mainlanes. Capital M<br>began studying ways<br>North, Central, and So<br>The project team will |
| 94     | Nick Olivier | 10/25/2019 | Virtual Open House | Multimodal | consider future inclusion of rail facilities, perhaps building the HOV lanes in such a way that<br>they could be converted to rail at a later date.   | Capital Metro has bee<br>ways to enhance mol<br>would still allow for so<br>work with local transi  |
| 110    | Aldo Fritz   | N/A        | Virtual Open House | Multimodal | It would be great if the project would allow for regional multi-modal transportation that<br>integrates lightrail, BRT, and other forms of transportation and laying down the foundation fo<br>better connections to San Antonio, and even DFW region.  | team will continue to   |
| 111    |              |            |                    | Multimodal | #2: Any new lanes should be created for the dedicated use of public transit, whether that be bus ( or in the future rail). Allowing public transit which is carrying more people more efficiently should be given priority vs. single-occupant vehicles.  | Right now, public tran<br>vehicles on I-35. Man<br>allowing them to bypa  |

### Response

been part of the I-35 planning team since TxDOT began studying nobility along I-35 in 2011. The Capital Express North, Central, s would still allow for some transit enhancements. The project to work with local transit partners.

ransit buses and registered van pools sit in traffic with all other anaged lanes provide these vehicles with a more reliable route, ypass congestion and arrive at their destinations quicker. Where al Express North project will allow vehicles to directly enter the m the frontage road without having to weave through the Metro has been part of the I-35 planning team since TxDOT ys to enhance mobility along I-35 in 2011. The Capital Express South projects would still allow for some transit enhancements. rill continue to work with local transit partners.

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| Comment # | Name            | Date Rec'd | Source             | Topic      | Comment   |  |
|-----------|-----------------|------------|--------------------|------------|---|--|
| 171       | Tim Thomas      | N/A        | Virtual Open House | Multimodal | I live right next to this highway. We need to transition away from its use. Any non-transit use<br>of the lanes should be congestion priced and poured into adding transit and active transit to<br>the state. Any new lanes should be paired with bike lanes, trails, and sidewalks.   | TxDOT is currently op<br>are looking for ways<br>of toll roads.<br>Right now, public tran<br>vehicles on I-35. Man<br>allowing them to byp<br>feasible, the Capital I<br>managed lanes from<br>mainlanes. TxDOT is<br>The proposed project<br>accommodations alo |
| 181       | Thomas Williams | N/A        | Virtual Open House | Multimodal | <ul> <li>* Please integrate this project with transit centers and mobility hubs to maximize transit and<br/>HOV usage</li> <li>* Implement incentives (coupons for SOV managed lane use) if user takes transit X number<br/>of times</li> </ul>   | Right now, public tra<br>vehicles on I-35. Mar<br>allowing them to byp<br>is working with Capit  |
| 7         |                 |            |                    | Noise      | Sound study + Sound Barrier is a must.<br>"NO ENGINE BRAKE" on 35 or Frontage Road - ALREADY CITY ORDINANCE. IH-10 thru<br>Kerrville has this restriction. TxDOT can do this.   | A noise analysis is be<br>(FHWA approved) Gu<br>(2011). If it is determ<br>noise barrier analysis<br>and reasonable at at<br>into the project. The<br>evaluation and pollin<br>During the next phas<br>added, where approp                                       |
| 8         | Michelle Byrum  | 10/24/2019 | Comment Form       | Noise      | 1) would like to see sound barrier installed<br>3) restrict 18 wheeler air brake usage through rundberg to parmer - with posted signs   | A noise analysis is be<br>(FHWA approved) Gu<br>(2011). If it is determ<br>noise barrier analysis<br>and reasonable at ak<br>into the project. The<br>evaluation and pollin<br>During the next phas<br>added, where approp                                       |
| 93        | Gary Brewer     | 10/25/2019 | Virtual Open House | Noise      | WE KEEP REQUESTING THAT THE NO ENGINE BRAKE SIGNS THAT USED TO BE ON IH35<br>NORTH UP TO YEAGER LANE (I THINK) BE PUT BACK. WE (WCNA) HAVE BEEN REQUESTING<br>THIS FOR YEARS TO NO AVAIL YOU KEEP TELLING US THAT YOU WILL GET BACK TO US BUT<br>NO ONE HAS. THE JAKE BRAKE NOISE COMING INTO OUR NEIGHBORHOOD (WEST OF IH35<br>BETWEEN BRAKER AND WALNUT CREEK) IS DEAFENING!!!<br>THE NOISE COMING INTO OUR NEIGHBORHOOD FROM IH35 IS DEAFENING. WE NO LONGER<br>CAN ENJOY OUR BACK YARD/PATIO BECAUSE OF THE INCREASE NOISE OVER THE YEARS,<br>ESPECIALLY AFTER REWORKING IH35 BETWEEN YEAGER / PARMER & BRAKER SEVERAL<br>TIMES. THE LAST REWORK FROM PARMER TO BRAKER REALLY DONE US IN. A NOISE<br>INCREASE OF 10 DB OR MORE. I HAVE MEASURED AS MUCH AS 92 DB COMING INTO OUR<br>BACKYARD AT COMMENT. USED TO BE VERY QUITE BACK IN THE OLD DAYS, WE<br>HAVE BEEN AT THIS RESIDENCE OVER 50 YEARS<br>YOURS TRULY,<br>GARY BREWER (PAST PRESIDENT WCNA) | During the next phas<br>added, where approp<br>A noise analysis is be<br>(FHWA approved) Gu<br>(2011). If it is determ<br>noise barrier analysis<br>and reasonable at ak<br>into the project. The<br>evaluation and pollin                                       |

#### Response

operating in a non-tolled environment for new projects, and we s to add more capacity and reduce congestion without the use

ransit buses and registered van pools sit in traffic with all other anaged lanes provide these vehicles with a more reliable route, ypass congestion and arrive at their destinations quicker. Where al Express North project will allow vehicles to directly enter the m the frontage road without having to weave through the is working with Capital Metro on access points and transit usage.

ect would include the addition of bicycle and pedestrian along I-35 frontage roads and at east/west crossings.

ransit buses and registered van pools sit in traffic with all other anaged lanes provide these vehicles with a more reliable route, ypass congestion and arrive at their destinations quicker. TxDOT bital Metro on access points and transit usage.

being conducted for the project in accordance with TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise rmined that noise impacts occur to adjacent noise receivers, a sis would be conducted. If a barrier is determined to be feasible abating traffic noise, then a barrier is proposed for incorporation e decision to build proposed noise barriers is based on a utility ling of adjacent property owners.

ase of the project, No Engine Brake signs will be looked at and opriate.

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| Comment # | Name                | Date Rec'd | Source             | Topic                     | Comment   |   |
|-----------|---------------------|------------|--------------------|---------------------------|---|---|
| 182       | Ellen Ruth Sullivan | N/A        | Virtual Open House | Noise                     | My home is just west of S 1st at 1626; traffic noise is already a concern, particularly when<br>weather is favorable for noise to travel and bounce. It is quite noticeable, particularly on the<br>second floor, when the windows are open.<br>While I would probably benefit from this change in terms of transportation, I feel that noise<br>will only get worse. And since the noise is primarily from tires on the road, even the advent of<br>electric cars won't really remedy it.<br>This will be even more noticeable for the many homes being built along the highway.<br>And there are studies showing that this noise is harmful.<br>I suggest dense planting of native trees along the highway where possible. Even one line of<br>trees will help somewhat; irregular, soft material helps muffle sound the best.  | This comment addres<br>document.  |
| 169       | Adam Greenfield     | N/A        | Virtual Open House | Opposed to the<br>Project | I strongly oppose this project and urge TxDOT not to expand any part of I35.<br>There is no good reason to expand I35. We know that expanding roadways doesn't ease<br>congestion; wider roads merely induces more driving.<br>We know that wider roads means more crashes, fatalities, and life-changing injuries; I35<br>through Austin already has an appalling safety record, representing 26% of all fatalities in<br>2018.<br>We are also in a climate crisis. How can TxDOT possibly keep going down this ruinous path,<br>laying waste to the lives of future generations?<br>Rather than waste another colossal amount of public funds on a worse-than-useless project,<br>TxDOT should take a fraction of the proposed budget and use it for public transportation and<br>bicycle and pedestrian infrastructure (which TxDOT does almost nothing for), which move<br>people far more efficiently than automobiles. And why not also a public information<br>campaign to educate the public that expanding roadways doesn't ease congestion?<br>TxDOT, we are in a crisis. It's too late for 1950s-esque infrastructure projects, which were<br>wrong back then and even more so today. We need you to be part of the solution. Do the right<br>thing! | The purpose of the pr<br>of I-35.<br>Right now, public trar<br>vehicles on I-35. Man<br>allowing them to bypa<br>feasible, the Capital E<br>managed lanes from<br>mainlanes. TxDOT is v<br>The project would incl<br>along I-35 frontage ro |
| 172       | Dan Keshet          | N/A        | Virtual Open House | Opposed to the<br>Project | Adding more lanes to I-35 will do more to devastate Texas' natural environment than<br>anything else you could imagine a government rationalizing is "acceptable." It's not just<br>about the land taken for I-35 ROW: it's about the millions of new, polluting car trips taken to<br>land that's currently nature. It's about the hundreds of thousands of new homes set up in<br>places far from current human habitation.<br>No new lanes!  | Thank you for your co   |

resses an issue that is outside of the limits of this environmental

proposed project is to improve safety and mobility for all users

ransit buses and registered van pools sit in traffic with all other anaged lanes provide these vehicles with a more reliable route, ypass congestion and arrive at their destinations quicker. Where al Express North project will allow vehicles to directly enter the m the frontage road without having to weave through the is working with Capital Metro on access points and transit usage.

nclude the addition of bicycle and pedestrian accommodations e roads and at east/west crossings.

comment.

| Comment # | Name            | Date Rec'd | Source             | Торіс                     | Comment   |   |
|-----------|-----------------|------------|--------------------|---------------------------|---|---|
| 184       | Eric Virag      | 12/5/2019  | Mailed Letter      | Opposed to the<br>Project | <ul> <li>Mr. Hawley, I am against TxDOT's proposed project for IH 35, on both this northern section and the entire length of the project. I am also very disappointed by TxDOT's public outreach. It is unacceptable practice in 2019 to only accept comments in person or through physical mail. The comment period is also very short at only two weeks. I was not aware of the open house meetings for the project, and therefore missed both the north and south meetings. I don't think TxDOT has done their due diligence to advertise these meetings. It is very easy to put up a project website and have people submit comments to it or allow comments by email.</li> <li>IH 35 runs down the middle of Austin. It currently provides our city with: air pollution from vehicle emissions, noise pollution from vehicles, water pollution from runoff, a slow and congested route for vehicles, limited opportunities to cross the roadway as a pedestrian, no bicycle facilities, and no rail lines of any variety (passenger or freight). It divides our city. It stands as an example of freeway/highway infrastructure gone wrong. So we should do something to address the problems with IH 35. I'm writing you because the proposed project doesn't solve any of the problems with IH 35. It only exasperates them by adding more vehicle lanes. To make IH 35 a larger problem, and to spend \$8 billion doing it, is unethical.</li> <li>The route IH 35 takes between the large cities of San Antonio, Austin, and Dallas, as well as the many growing smaller cities between them, is suitable for moving large volumes of people and goods as safely, efficiently, and with the smallest environment impact as possible. That means our solutions for IH 35 should be directed at passenger rail, freight rail, and station connections to rail in the cities. This entire project should be scraped. I know that TxDOT doesn't control the statewide project selection, but you can still do the right thing by not advancing this project past the preliminary stages. I am also a P.E. and there is a b</li></ul> | The Oct. 24, 2019 pu<br>• Publication in The Au<br>• Mail out to property •<br>• Changeable messag<br>limits;<br>• Twitter and Faceboo<br>• E-blast and Media Au<br>• Posted on TxDOT we<br>TxDOT accepted writt<br>fax, email at info@mo<br>mobility35openhouse<br>by a court reporter.<br>The purpose of the pr<br>of<br>I-35. The project woul<br>accommodations alo |
| 64        | Matt Desloge    | 10/31/2019 | Virtual Open House | Opposition to Project     | don't expand it, just maintain it - the price of capacity is way too high. Induced demand is<br>real. maybe look at ways of increasing the number of people that travel, not the number of<br>vehicles?   | The proposed project<br>Because HOV lanes a<br>route than adjacent g<br>vehicles.   |
| 6         |                 |            |                    | Pedestrian Safety         | For diverging diamond, make signage clear so pedestrians know how to get across the<br>highway.<br>Barriers + infrastructure to discourage pedestrians from crossing travel lanes near diverging<br>diamonds  | Pedestrian signage at<br>Pedestrian crossing a<br>sidewalks and crossw  |
| 17        | Tyler Markham   | 11/8/2019  | Virtual Open House | Pedestrian Safety         | For safety, I would like to request that pedestrian crossings along I-35 frontage roads be raised to the level of the sidewalk. This increases visibility and lowers the speed at which a potential crash would occur.  | Typical design standa<br>lower the sidewalk to<br>roadways.   |
| 18        |                 |            |                    | Pedestrian Safety         | Overall I am concerned by the pedestrian hostility of the DDI. I think walking on a path with a concrete barrier between lanes of high speed traffic is extremely uncomfortable. As a woman, I would be concerned for my safety. If someone were to attack me or threaten me while walking, I would have NO escape. These should be on the outside. There are DDIs with outer walkways in other states.   | Exact locations of sid  |
| 89        | Phillip Ells    | 10/28/2019 | Virtual Open House | Pedestrian Safety         | I care most about potential improvements that could be made for pedestrians and cyclists as well as air quality. Being in a neighborhood close to the highway will decrease our air quality.  | The project would inc<br>along I-35 frontage ro<br>quality analysis for th  |
| 13        | Jose San Miguel | 10/24/2019 | Comment Form       | Public Involvement        | Thanks for holding the Open House. Very informative! Loved the Maps!  | Thank you for your co   |

### Response

- public meeting was advertised in the following ways: Austin American Statesman, Community Impact, and El Mundo; ty owners adjacent to the project area;
- age signs at multiple locations along IH 35 within the project
- ook posts;
- Advisory; and,
- website
- ritten comments during and after the public meeting via mail, mobility35.org, or by visiting the virtual open house at
- use.com. Verbal comments were accepted at the public meeting
- proposed project is to improve safety and mobility for all users
- ould include the addition of bicycle and pedestrian along I-35 frontage roads and at east/west crossings.

ect would include the construction of non-tolled HOV lanes. s are designed for mass transit, they provide a less congested at general-purpose lanes during peak periods for qualifying

e at the diverging diamond intersection would be provided. g at the diamond interchange will be allowed at designated swalks.

dards for these types of facilities (frontage roads/freeways) to the street elevation due to the vehicle speeds on these

sidewalks on the DDI has yet to be determined.

include the addition of bicycle and pedestrian accommodations e roads and at east/west crossings. TxDOT will perform an air the project.

comment.

|   | Comment # | Name           | Date Rec'd | Source             | Торіс                            | Comment   |   |
|---|-----------|----------------|------------|--------------------|----------------------------------|---|---|
|   | 5         |                |            |                    | Satety/                          | 2. With the addition of the shared use path. consideration for a 42" High solid Barrier should be considered both for fall protection & for sound rebound to lesser noise pollution for the   | Generally, a roadway<br>vehicles from the sha<br>for vehicles and need<br>A noise analysis is be<br>(FHWA approved) Gu<br>(2011). If it is determ<br>noise barrier analysis<br>and reasonable at ab<br>into the project. The o<br>evaluation and pollin |
|   | 5         |                |            |                    | Speed Limit                      | <ol><li>Please reduce the speed on the frontage Rd it is already near impossible to access the<br/>frontage due high speed of traffic.</li></ol>  | Speed limits are set of<br>considering design sp  |
| ľ | 7         |                |            |                    | Speed Limit                      | Lower speed on I35 between Rundberg & Parmer.   | Speed limits are set of<br>considering design sp  |
|   | 8         |                |            |                    | Speed Limit                      | 2) lower speed limit through Rundberg to Parmer   | Speed limits are set of considering design sp   |
| ľ | 127       | Truman Fenton  | N/A        | Virtual Open House | Support for HOV<br>Lanes         | I favor managed HOV lanes for the new lanes.  | Thank you for your co   |
|   | 138       | Monica Luxon   | N/A        | Virtual Open House | Support for HOV<br>Lanes         | I would like to see an HOV lane that is free to HO vehicles but that can be opted in for a toll if the vehicle is not High Occupancy, technology permitting.  | TxDOT is currently op<br>are looking for ways<br>of toll roads. The proj  |
| ĺ | 146       | Sherri DeSpain | N/A        | Virtual Open House | Support for HOV<br>Lanes         | My preference is for an HOV lane. This would encourage car pooling and would be accessible to all, rather than something that adds more cost to the daily commute.  | Thank you for your co   |
| ĺ | 46        |                |            |                    | Support for Managed<br>Lanes     | Please allow for managed lanes!   | The proposed project  |
|   | 27        | James B        | 11/4/2019  | Virtual Open House | Tolled Lanes                     | Please do not make toll road lanes. Not everyone can afford to pay to drive on the roads<br>everyday. Not just the affluent get to drive. If they go bankrupt, make it default to being free,<br>unlike SH-130. Did MoPacs lanes open up to many beyond the nice cars to drive down during<br>high traffic? | The Capital Express N<br>lanes.   |
|   | 29        | Fred Flint     | 11/4/2019  | Virtual Open House | Support for Non-<br>Tolled Lanes | Toll lanes are pure cancer. Under no circumstances should any be built and existing toll lanes should be converted to non toll lanes.   | The Capital Express N<br>lanes.   |

### Response

ay curb will be used on the edge of the frontage road to separate shared-use-path, not a raised concrete traffic barrier due to safety reded access to business and side streets.

being conducted for the project in accordance with TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise rmined that noise impacts occur to adjacent noise receivers, a sis would be conducted. If a barrier is determined to be feasible abating traffic noise, then a barrier is proposed for incorporation e decision to build proposed noise barriers is based on a utility ling of adjacent property owners.

et on TxDOT highways by the Texas Transportation Commission, speed of the facility and the results of a traffic study.

et on TxDOT highways by the Texas Transportation Commission, speed of the facility and the results of a traffic study.

et on TxDOT highways by the Texas Transportation Commission, speed of the facility and the results of a traffic study.

comment.

operating in a non-tolled environment for new projects, and we /s to add more capacity and reduce congestion without the use roject design would not prevent tolling in the future.

comment.

ect would include the construction of non-tolled HOV lanes.

s North project would include the addition of non-tolled HOV

North project would include the addition of non-tolled HOV

| Comment # | Name               | Date Rec'd | Source             | Topic                                       | Comment   |  |
|-----------|--------------------|------------|--------------------|---|---|--|
| 103       | Renaud Sarti       | N/A        | Virtual Open House | Support for Non-<br>Tolled Lanes            | This proposal for "managed" (paid/toll) lanes is garbage.<br>Firstly, construction to add them would render congestion on IH-35 untenable for a few years.<br>Secondly, no one wants to pay extra to pass through Austin.   | The proposed project                             |
| 113       | Cindy Brummer      | N/A        | Virtual Open House | Support for Non-<br>Tolled Lanes            | I am glad to see managed lanes on I-35 are not tolled. I am tired of tolls being on every road.<br>I do not support tolling everywhere, and I support what is expressed in this project.  | Thank you for your co                            |
| 114       | Frederick Mitchell | N/A        | Virtual Open House | Support for Non-                            | I have been living in Austin for most of my 31 years and I am opposed to putting in toll roads<br>on one of the highest traveled roads in the city. The toll road on MoPac has not eased<br>congestion as lawmakers said it would; the money and work would have been better used in<br>just expanding the road. The amount of space used in the MoPac expansion of 1 extra lane in<br>each direction could have been used for 2 full lanes if not for the toll road separation and I<br>am sure that if an expansion to IH-35 were to happen, there would be ample room to expand<br>the road without making it a toll road and making fewer people able to travel on said<br>expansion. | The proposed project                             |
| 115       | Greg               | N/A        | Virtual Open House | Support for Non-<br>Tolled Lanes            | PLEASE NO toll lanes HOV lanes are a great idea, but there are too many toll roads lately.<br>We (the public) already own this right-of-way, just reconfigure it to suite our needs. We<br>already fund road projects thru the fuel tax, but government has mis used/allocated the<br>funds to other 'pet' projects. Just use our fuel tax dollars as they were intended and there will<br>be plenty of money to improve and maintain our roadways.   | The proposed project                             |
| 139       | Peter Birk         | N/A        | Virtual Open House | Support for Non-<br>Tolled Lanes            | Please do whatever you can NOT to add any TOLL lanes to I35. I make plenty and can afford tolls, but I will never use them out of principal. It's just not fair to those who cannot afford it It further segments society into haves and have nots. Austin is supposed to be a progressive city, TOLLS are regressive. HOV is the correct thing to do. Encouraging rideshares is what needs to be done.   | The proposed project                             |
| 152       | Wendy Gonzales     | N/A        | Virtual Open House | Support for Non-<br>Tolled Lanes            | Please keep any lanes added FREE for drivers to use.  | The proposed project                             |
| 154       | Meredith Matthews  | N/A        | Virtual Open House | Support for Non-<br>Tolled Lanes            | No more toll lanes! Please add HOV lanes!!  | The proposed project                             |
| 44        | Wendy              | 11/1/2019  | Virtual Open House | Support for Non-<br>Tolled Managed<br>Lanes | Please keep any lanes added FREE for people to use  | The proposed project                             |
| 2         | Nick Stanko        | 10/24/2019 | Comment Form       | Support for Project                         | Love the idea of managed lanes on I35, Long overdue<br>Need some "Slow Traffic Keep Right" Signs. I know "Left Lane for passing" exist. But not sure<br>that gets the point across well. (I'm not supporting speeding, Just slower traffic keep right. I<br>Believe a cheap expense to move Left Lane traffic (thru) Quicker.   | Detailed traffic signs<br>team will look into ac |
| 4         | Alan Rivaldo       | 10/24/2019 | Comment Form       | Support for Project                         | Thank you so much for hosting this open house at John Connally High School. Sam Yacoub<br>was very helpful in his explanations of what is happening, and of the proposed changes to I-<br>35 to facilitate I-35 Capital Express North. I appreciate what TxDOT is doing to improve<br>mobility in the I-35 corridor, and enjoyed meeting the people who work behind the scenes &<br>who will make this happen. Thank you for braving the rough weather to be here.  | Thank you for your co                            |
| 21        | Anne Wynne         | 11/6/2019  | Virtual Open House | Support for Project                         | Good plan. keep going.  | Thank you for your co                            |
| 26        | Stephen Johnson    | 11/5/2019  | Virtual Open House | Support for Project                         | Please accept this comment as support for the project. Additional main lane and frontage road capacity and operational improvements are needed.   | Thank you for your co                            |
| 47        | Tom Van Pelt       | 11/1/2019  | Virtual Open House | Support for Project                         | The plans proposed in this project I believe would have an overall positive impact on traffic flow on I-35 North. They look like effective ways of relieving congestion and other issues that impact drivers.   | Thank you for your co                            |
| 54        | Roland Pena        | 11/1/2019  | Virtual Open House | Support for Project                         | This project seems prudent and safe. I commend TxDot for their work. This project cannot come fast enough. I would encourage a much more aggressive timeline to complete.R  | Thank you for your co                            |
| 76        | Tom Kolko          | 10/31/2019 | Virtual Open House | Support for Project                         | The highway improvement projects and adding capacity projects are long overdue in the<br>Austin area  | Thank you for your co                            |
|           |                    |            |                    |   |   |  |

Response

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ns will be developed during the next phase of the project. The adding these signs, where appropriate.

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| Comment # | Name              | Date Rec'd | Source             | Topic                       | Comment  |   |
|-----------|-------------------|------------|--------------------|-----------------------------|--|---|
| 119       | Krystal Shaw      | N/A        | Virtual Open House | Support for the<br>Project  | I applaud the use of non-tolled lanes and encouraging carpooling!  | Thank you for your co   |
| 122       | Ronda Barton      | N/A        | Virtual Open House | Support for the<br>Project  | Please continue plans for HOV lanes on I-35 and please DO NOT add ANY toll lanes to I-35.  | The proposed project  |
| 142       | Dick Sanger       | N/A        | Virtual Open House | Support for the<br>Project  | I am highly supportive of this plan and what it can bring to Austin.   | Thank you for your co   |
| 166       | Alan McKendree    | N/A        | Virtual Open House | Support for the             | Looks good in general. I'm not clear on why an HOV lane is preferable to an additional main<br>lane. Is it just social engineering, to reward people who carpool?<br>I do see the advantage to having a managed lane dedicated to trucks.  | HOV lanes save time<br>traffic. Because most<br>are fewer vehicles in<br>congested ride. HOV I<br>congestion, which is r<br>can incentivize drivers<br>meaning we move mo |
| 183       | Wallace Walker    | N/A        | Virtual Open House | Support for the<br>Project  | let's get those additional lanes open then see if we still need those managed lanes  | Thank you for your co   |
| 1         | Joseph Carrizales | 10/24/2019 | Comment Form       |                             | Develop Managed Lanes as Tolled Managed Lanes. This will allow improvements to be build sooner rather than later. Good Job by all! Great information   | TxDOT is currently ope<br>are looking for ways t<br>of toll roads.  |
| 5         |                   |            |                    | Support for Tolled<br>Lanes | 7. Our preference is for the new center managed lane to be toll lanes. The option to move quickly N/S & toll cost is actually less expensive for business & anyone in terms of A. Time B. Money. The initial cost of even \$2.00 is realized in 5x the amount in real fuel savings & for business in compensated travel time for employees the savings is another easy \$40 to \$50 savings.   | TxDOT is currently op<br>are looking for ways t<br>of toll roads.   |
| 6         |                   |            |                    | Lanes                       | Consider doing tolled lanes instead of HOV. Tolls are the Only to prevent induced demand!<br>If it must be HOV study best practices and don't back down<br>Can we construct so that conversion to tolls later is possible?   | TxDOT is currently op<br>are looking for ways t<br>of toll roads. The proj  |
| 15        |                   |            |                    | Support for Tolled<br>Lanes | • Make I35 a toll road from Georgetown to San Marcos   | TxDOT is currently op<br>are looking for ways t<br>of toll roads.   |
| 19        | Celia Israel      | 11/8/2019  | Virtual Open House | Support for Tolled<br>Lanes | As we move forward on the IH-35 Capital North Express Project, I urge you to consider the development of variable-priced managed lanes rather than the non-tolled managed lanes under the current proposal. This alternative would speed up the construction process, secure the financing needed for a project of this magnitude, and is a more effective congestion management tool. We know that the appetite for this alternative exists in our Austin region, as we have seen great success with the development of the new MoPac express lanes. The success of these variable-priced managed lanes has been measured in several ways, one being the dramatic increase in Cap Metro bus ridership due to its advantage over the non-tolled traffic. This is one way for our region to promote transit as a viable solution for Central Texans. TxDOT has shown its ability to innovate and find creative solutions in order to most effectively move people, rather than succumbing to political pressure - one only needs to look to the recent Loop 610 elevated bus lane in Houston to see this. We have one chance to do things right as we rebuild the Capital section of IH-35, and variable-priced managed lanes would ensure we get Austin moving as quickly and efficiently as possible. | TxDOT is currently op<br>are looking for ways t<br>of toll roads.   |
| 22        | Timothy Grimes    | 11/6/2019  | Virtual Open House | Support for Tolled<br>Lanes | Glad to see I-35 will be adding capacity. Would like to see tolled managed lanes, similar to what is provided on MoPac. Thanks.  | TxDOT is currently op<br>are looking for ways t<br>of toll roads.   |
| 26        |                   |            |                    |                             | Please also make sure not to preclude future tolling infrastructure. Dynamically priced toll<br>lanes are needed, as shown in the previous PEL studies done through Austin. Once it is<br>politically palatable, tolls need to be utilized to provide a continuous revenue source to<br>supplement Propositions 1 and 7 (especially after they expire).  | TxDOT is currently ope<br>are looking for ways t<br>of toll roads.  |
| 31        | Jim Skaggs        | 11/3/2019  | Virtual Open House | Support for Tolled<br>Lanes | I believe it is ill-advised to not consider managed toll lanes. Without these lanes and toll roads, we would be in a horrible traffic mess. The Governor is constraining TxDOT's ability to serve the greater-good of the area's citizens.   | TxDOT is currently op-<br>are looking for ways t<br>of toll roads.  |

Response

#### comment.

ect would include the construction of non-tolled HOV lanes.

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he for car-poolers and transit riders by enabling them to bypass ost drivers, especially during rush hour, are driving alone, there in HOV lanes, giving car-poolers and transit vehicles a less-V lanes can also provide commuters a needed alternative to is not always possible if all lanes are opened to everybody. This ers who typically travel alone to carpool or choose transit, more people in fewer vehicles, which benefits everyone.

#### comment.

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|-----------|----------------------|------------|--------------------|-----------------------------|--|---|
| 32        | Christopher Williams | 11/2/2019  | Virtual Open House | Support for Tolled<br>Lanes | Hi,<br>In agreement with the Austin Chamber of Commerce please utilize express lanes (also known<br>as variable toll managed lanes) on IH 35. These will allow the project to be financed and built<br>faster. Express lanes also will help ease congestion by diverting some traffic onto priced<br>lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and<br>applaud the hard work of state lawmakers in funding transportation improvements, but there<br>is simply not enough money to build transformative, capital intensive road projects like the<br>improvements planned for IH-35. And while I am encouraged to see the North and South<br>sections moving forward, we must use every available mechanism — including express lanes<br>— to ease congestion and improve mobility along the entire IH-35 corridor.<br>Thank You,<br>Christopher   | TxDOT is currently ope<br>are looking for ways t<br>of toll roads.                                  |
| 35        | Eric Stratton        | 11/2/2019  | Virtual Open House | Support for Tolled          | I applaud all the hard work that has gone into the planning of the I-35 expansion project. It is years overdue for the greater Austin region which tops multiple surveys as the most congested region in Texas and one of the most in the country as well. Given this, it is CRITICAL that this project happen QUICKLY and be FULLY FUNDED. The only way to ensure this occurs is with the use of VARIABLE TOLLED LANES in conjunction with THE CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY. CTRMA has a history of building projects that work much faster than public taxpayer funded roadways alone. Please listen to the thoughtful plans of our community and local partners in this matter. It is the only way to ensure these multi-billion-dollar expansions and improvements occur in a timely manner while providing the most flexibility to drivers. Thank you.   | TxDOT is currently ope<br>are looking for ways t<br>of toll roads. The Cap<br>TxDOT's Unified Trans |
| 36        |                      |            |                    | Support for Tolled<br>Lanes | HOV lanes have been proven to be inadequate and have generally been phased out across<br>the state and country. Managed TOLL lanes are needed in order to ensure proper<br>functionality, especially to ensure reliable travel times for transit vehicles.<br>Until we get a governor who is willing to support tolling these lanes, the whole project should<br>be put on hold, since the money won't achieve meaningful results. In addition, while I know<br>space is constrained, having two toll lanes in each direction would greatly improve the<br>functionality (not just the capacity) of the toll lanes.  | TxDOT is currently ope<br>are looking for ways t<br>of toll roads. The Cap<br>the UTP.              |
| 37        | Cameron Pawelek      | 11/1/2019  | Virtual Open House | Support for Tolled<br>Lanes | The construction of new infrastructure and the legacy costs associated with maintaining existing infrastructure are incredibly expensive and are increasingly becoming a burden. While the actions taken to improve I-35 are encouraging, we need to make decisions that are responsible (fiscally, environmentally, & socially). While the city of Austin code rewrite requires significant work to make the city more equitable for households of all income levels to be able to afford to live near employment and businesses, TxDOT should take steps to think longer-term. Those who use the roads most, must help pay for the roads they use. We cannot continue to subsidize new roads for all that choose (/currently have) to use the roads. Tolled lanes are both fair and fiscally responsible, not to mention will encourage households to find alternative modes of transport or carpool to help offset increased costs, which could reduce traffic and greenhouse gas emission. Let's be responsible in how we think about our future roadways. | TxDOT is currently op<br>are looking for ways t<br>of toll roads.                                   |
| 39        | Mark Terry           | 11/1/2019  | Virtual Open House | Lanes                       | Thanks for asking for feedback regarding I-35.<br>Please consider utilizing express lanes - variable toll managed lanes on I-35 rather than non-<br>tolled HOV lanes. I travel across the state (from Austin) and it has been my experience that<br>few people access HOV lanes. They do use variable tolled lanes (Houston and DFW). No<br>matter how much one tries to force carpooling, folks just don't do it. Let's use ideas that will<br>work.  | TxDOT is currently ope<br>are looking for ways t<br>of toll roads.                                  |

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| Comment # | Name               | Date Rec'd | Source             | Topic                       | Comment  |  |
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| 43        | Albert Diaz        | 11/1/2019  | Virtual Open House | Support for Tolled<br>Lanes | 1. Strongly favor variable priced lanes over HOV   | TxDOT is currently op<br>are looking for ways t<br>of toll roads.  |
| 45        | C. Brian Cassidy   | 11/1/2019  | Virtual Open House | Support for Tolled<br>Lanes | The I35 Capital Express Project should be built as 2 variable tolled managed lanes in each direction throughout all segments, including the northern section. Doing so would improve traffic flow, allow the entire project to be built more quickly (because it could be financed using toll revenues), and improve transit utilization since Cap Metro buses would be able to use the managed lanes and see the type of ridership increases that have been experienced on the Mopac Managed Lane. TxDOT should consider this alternative, and at the very least should not use any funding in the current plan (including Proposition 1 or Proposition 7 funds) that would preclude these lanes (or other improvements in the corridor) from being tolled. | TxDOT is currently op<br>are looking for ways t<br>of toll roads.  |
| 58        | Andrew D smith     | 10/31/2019 | Virtual Open House | Support for Tolled<br>Lanes | I-35 should not be expanded, it should be tolled.  | TxDOT is currently op<br>are looking for ways t<br>of toll roads.  |
| 62        | Ali Khataw         | 10/31/2019 | Virtual Open House | Support for Tolled<br>Lanes | TxDOT please allow for express lanes — also known as variable priced lanes — instead of HOV lanes on I-35 through north and south Travis County.   | TxDOT is currently op<br>are looking for ways t<br>of toll roads.  |
| 68        | Brandon Halpin     | 10/31/2019 | Virtual Open House | Support for Tolled<br>Lanes | We need to allow for tolling for the managed lanes on this project. We need to move cars faster and not doing so is short sited.   | TxDOT is currently op<br>are looking for ways t<br>of toll roads.  |
| 70        | Maureen Kelly      | 10/31/2019 | Virtual Open House | Support for Tolled          | Please use express lanes (also known as variable toll managed lanes) on IH 35. These will<br>allow the project to be financed and built faster. Express lanes also will help ease congestion<br>by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are<br>helping MoPac (Loop 1).  | TxDOT is currently op<br>are looking for ways t<br>of toll roads.  |
| 71        | Brian Boitmann     | 10/31/2019 | Virtual Open House | Support for Tolled<br>Lanes | Make 35 like Mopac with HOV or Express Lanes   | TxDOT is currently op<br>are looking for ways t<br>of toll roads.  |
| 72        | Nicolas Sfeir      | 10/31/2019 | Virtual Open House | Support for Tolled<br>Lanes | Hi there, please consider the following for the I-35:<br>Consider adding HOV and Express Lanes<br>Consider adding Toll Iane<br>Add Ianes in Austin<br>Frankly all the above solutions to relieve the congestion.   | TxDOT is currently op<br>are looking for ways t<br>of toll roads.  |
| 83        | Casey Burack       | 10/30/2019 | Virtual Open House | Support for Tolled<br>Lanes | Please toll the managed lanes so that we can toll the Central Segment!   | TxDOT is currently op<br>are looking for ways t<br>of toll roads.  |
| 84        | Jonathan L Packer  | 10/30/2019 | Virtual Open House | Support for Tolled<br>Lanes | Please use all tools at disposal, including variable tolling to grow capacity on 135.  | TxDOT is currently op<br>are looking for ways t<br>of toll roads.  |
| 87        | Farmer             | 10/29/2019 | Virtual Open House | Support for Tolled<br>Lanes | Please consider the utilization of variable speed managed lanes (toll lanes) when constructing the IH 35 project. We need as many new lane miles as possible and this would be a legitimate financing mechanism. Thanks for your consideration.  | TxDOT is currently op<br>are looking for ways to<br>of toll roads. |
| 88        | Jerry Ramos        | 10/28/2019 | Virtual Open House | Support for Tolled<br>Lanes | Recommend that TxDOT consider tolling the project in order to expedite construction.   | TxDOT is currently op<br>are looking for ways t<br>of toll roads.  |
| 96        | Eric Ratzman       | 10/25/2019 | Virtual Open House | Support for Tolled<br>Lanes | I would like TxDOT to use managed express lanes (variable toll lanes similar to Mopac). This<br>will likely result in the project being financed and built sooner and ease congestion by<br>diverting some traffic from general purpose lanes into the managed lanes. It will also provide<br>a more predictable travel time for express lane users (both for transit AND for those of us<br>who need to make a trip into town and be on time). Thank you  | TxDOT is currently op<br>are looking for ways t<br>of toll roads.  |
| 107       | William Massingill | N/A        | Virtual Open House | Support for Tolled<br>Lanes | please consider variable-rate "express" lanes in lieu of HOV lanes. flexibility is key.  | TxDOT is currently op<br>are looking for ways t<br>of toll roads.  |

### Response

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| 111       | Sarah Simpson | N/A        | Virtual Open House | Support for Tolled<br>Lanes | <ul> <li>#1: Instead of spending millions of dollars on expanding lanes, all existing lanes should just be subject to variable congestion pricing. Adding lanes ignores the phenomenon of induced demand, where the time and millions of dollars for the construction of these lanes will be wasted as more cars simply pour onto the road to fill them. Variable congestion pricing will reduce congestion immediately without the cost and delays associated with construction. Vouchers / discounts for those within lower income brackets can be provided to relieve undue burden.</li> <li>#3: In any scenario, variable priced lanes should be part of the solution to allow for flexible response to demand / congestion and to raise useful funds. HOV lanes that do not require a use fee or do not utilize demand-based pricing are an outdated response to a traffic problem that can only properly be solved with 21st century technology.</li> </ul> | TxDOT is currently op<br>are looking for ways t<br>of toll roads.   |
| 120       |               |            |                    | Support for Tolled<br>Lanes | Variable tolled lanes should be utilized, at a minimum for the express/HOV lanes, and to ease congestion at peak hours.   | TxDOT is currently op<br>are looking for ways<br>of toll roads.   |
|           |               |            |                    | Support for Tolled<br>Lanes | I would also like to see congestion-based pricing for the non-HOV lanes and the toll removed from or reduced on 130 to encourage through traffic to bypass downtown Austin  | TxDOT is currently op<br>are looking for ways t<br>of toll roads.<br>Providing an alternat<br>facility was built. SH t<br>since 2014. |
| 129       | Jeri Stone    | N/A        | Virtual Open House | Support for Tolled<br>Lanes | First, thank you for recognizing the critical need for more traffic lanes in Austin, as demonstrated by the I-35 project. Traffic and the lack of capacity for vehicles is increasingly an issue for our business, as many employees are simply unwilling to continue to (or start to) commute to the downtown area. I would encourage you to consider a mix of variable toll lanes and free lanes to allow commuters options to the greatest extent possible. It is also critical that projects to add transportation lanes get underway and completed as soon as possible.  | TxDOT is currently op<br>are looking for ways t<br>of toll roads.   |
| 133       | Brianna Frey  | N/A        | Virtual Open House | Support for Tolled<br>Lanes | I highly encourage, even so far as plead, TxDOT staff and legislators to consider utilizing express lanes ( variable toll manages lanes) on IH 35, specifically through the central segment of this planning work. The benefits outweigh the benefits of HOV lanes. Thank you.  | TxDOT is currently op<br>are looking for ways t<br>of toll roads.   |
| 140       | Glenn Hart    | N/A        | Virtual Open House | Support for Tolled<br>Lanes | Why are variable toll lanes similar to Mopac Expressway not being considered to still allow<br>free flow of transit and also provide a sustaining revenue source?   | TxDOT is currently op<br>are looking for ways t<br>of toll roads.   |
| 147       | Charles Betts | N/A        | Virtual Open House | Support for Tolled<br>Lanes | Please use the (tolled, reversed pricing) managed lanes for I35. A significant part of the cost could be paid by the toll income. This would also allow the improvements to be built sooner. This has worked quite well on MoPac North with the tolled managed lane.  | TxDOT is currently op<br>are looking for ways t<br>of toll roads.   |
| 148       | Lonny Stern   | N/A        | Virtual Open House | Support for Tolled<br>Lanes | I would like to advocate for two things:<br>1) Using variable-price tolling lanes (instead of HOV lanes) on I-35<br>Thanks for your help to improve this infrastructure for our community!  | TxDOT is currently op<br>are looking for ways<br>of toll roads.   |

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ative route to I-35 was one of the main reasons that the SH 130 H 130 has seen double digit increases in heavy truck traffic

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| 149        | Richard Kooris                 | N/A        | Virtual Open House | Support for Tolled<br>Lanes         | I completely agree with DAA's position, as stated below. We need variable toll revenue from this section of I 35 so that the project can achieve funding and completion ASAP. If free lanes remain, no taxpayer will be coerced into paying a toll for an otherwise "free" state highway system. Please include toll lanes in the plan.   | TxDOT is currently op<br>are looking for ways<br>of toll roads.                                |
| 163        | Julia Taylor                   | N/A        | Virtual Open House | Support for Tolled<br>Lanes         | I applaud the efforts to improve mobility on IH-35, but please utilize express lanes (variable toll managed lanes) in lieu of HOV lanes. I believe this will help improve traffic better than other methods.  | TxDOT is currently op<br>are looking for ways<br>of toll roads.                                |
| 165        |                                |            |                    | Support for Tolled<br>Lanes         | I feel strongly that new lanes should be variable tolled.   | TxDOT is currently op<br>are looking for ways<br>of toll roads.                                |
| 168        | Sierra Holloway                | N/A        | Virtual Open House | Support for Tolled<br>Lanes         | I think express lanes would be very beneficial along the IH-35 corridor. This would help ease<br>congestion by diverting some traffic onto a single fast-paced lane and discouraging merging<br>in and out of the left lane (slowing down traffic). This has been very beneficial on<br>Mopac/Loop 1, so I think it will also be beneficial on IH-35.<br>Thank you for your work to fund transportation improvements in the central Texas region.   | TxDOT is currently op<br>are looking for ways t<br>of toll roads.                              |
| 173        | Kevin Hoffman                  | N/A        | Virtual Open House | Support for Tolled<br>Lanes         | Please allow for variable priced "express lanes" instead of HOV lanes. Not only does this<br>solution speed up the process for construction and secures the financing needed for a project<br>of this size, but it also serves as a congestion management tool and transit solution.  | TxDOT is currently op<br>are looking for ways<br>of toll roads.                                |
| 178        | John Munoz                     | N/A        | Virtual Open House | Support for Tolled<br>Lanes         | Please allow for variable priced "express lanes" instead of HOV lanes. Not only does this solution speed up the process for construction and secures the financing needed for a project of this size, but it also serves as a congestion management tool and transit solution. Let's not pass up on this opportunity to make a meaningful positive impact on congestion in this corridor on the tolled and general purpose lanes.   |  |
| 181        |                                |            |                    | Support for Tolled<br>Lanes         | * Implement user fees to manage demand and maintain speeds on managed lanes   | TxDOT is currently op<br>are looking for ways<br>of toll roads.                                |
| 25         | Jeffrey Lara                   | 11/5/2019  | Virtual Open House | Support for Transit<br>Improvements | <ul> <li>Stop building limited use lanes. It does not improve traffic. Mopac Express Lane is a perfect example of that. It only serves to make money for companies and maybe the citymaybe. It does nothing for the general public who live here and have to sit in traffic.</li> <li>I would rather use funds to build out a rail system so I just didn't need a car. If you are going to expand lanes then build a rail right in the middle of the highway instead of HOV/Express Lane. It will serve more people every day.</li> </ul> | Capital Metro has be<br>ways to enhance mo<br>would still allow for s<br>work with local trans |
| 30         |                                |            |                    | Traffic                             | I do not see traffic analysis here.   | A traffic analysis is b optimize the roadway   |
| 105<br>106 | Yasbel Flores<br>Ronald Flores | N/A        | Virtual Open House | Support for HOV<br>Lanes            | I DO NOT WANT Variable price lanes. I want HOV Lanes!   | The proposed project   |
|            |                                |            |                    |                                     |   |  |

Response

operating in a non-tolled environment for new projects, and we is to add more capacity and reduce congestion without the use

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been part of the I-35 planning team since TxDOT began studying nobility along I-35 in 2011. The Capital Express North project r some transit enhancements. The project team will continue to nsit partners.

being conducted for the Capital Express North project to vay configuration based on roadway constraints.

ect would include the construction of non-tolled HOV lanes.

| Comment # | Name                                | Date Rec'd | Source             | Торіс                                 | Comment  |   |
|-----------|-------------------------------------|------------|--------------------|---------------------------------------|--|---|
| 34        | Jordan McGee                        |            |                    | Climate                               | · No more climate-destroying, sprawl-inducing, neighborhood-separating, roads and highways   | TxDOT has prepared a<br>Climate Change Asse<br>info/env/toolkit/725<br>temperature. This sta<br>Environmental Qualit<br>Change in National E<br>2019). Please refer to<br>change assessment a   |
| 60        | Liza Wimberley                      | N/A        | Virtual Open House | Bicycle∕Pedestrian<br>Safety & Design | <ul> <li>all pedestrian/bike crossing should be raised and include other safety design tools per<br/>NACTO specifications</li> <li>all bike lanes should be fully protected</li> <li>reduce the number of entrances and exits</li> <li>no slip-lanes, they're too dangerous to pedestrians and cyclists</li> </ul> | Designated bike lane<br>not part of the frontag<br>crossings in coordinat<br>are being proposed, a<br>road and bike/pedest<br>the appropriate desig<br>Reducing entrances/<br>space is allowed (i.e.,<br>bypass lane is propos<br>analysis is being cond<br>weave lengths.<br>Turn lanes will be add<br>congestion. Pedestria<br>marked for safety. |
| 63        | Heyden Walker                       |            |                    | Speed Limit                           | · frontage road design speed should be 30 mph or lower   | Once the project is co<br>appropriate speed lin   |
| 67        | Chris Wojtewicz                     |            |                    | Support for Tolled<br>Lanes           | • any new lanes should be variable priced toll lanes   | TxDOT is currently op<br>are looking for ways t<br>of toll roads.   |
| 20        | Ann Kelly                           |            |                    |                                       |  |   |
| 24        | John Lewis                          |            |                    |                                       |  |   |
| 38        | Josh Miksch                         |            |                    |                                       |  |   |
| 41        | Alexandra M Martin                  |            |                    |                                       |  |   |
| 48        | Jacqueline Dudley                   |            |                    |                                       |  |   |
| 49<br>50  | Leticia Estavillo                   |            |                    |                                       |  |   |
| 50<br>51  | Kimberly Nordhoff<br>Justin Brodnax |            |                    |                                       |  |   |
| 51        | Roland Pena                         |            |                    |                                       |  |   |
| 52        | Patrick Rose                        |            |                    |                                       |  |   |
| 56        | Andrew Grimm                        |            |                    |                                       |  |   |
| 57        | Lance Coplin                        |            |                    |                                       |  |   |
| 59        | James Cain                          |            |                    |                                       |  |   |

### Response

ed a Statewide On-Road Greenhouse Gas Emissions Analysis and ssessment technical report (https://ftp.dot.state.tx.us/pub/txdot-25-01-rpt.pdf), which takes into consideration increases in statewide approach is consistent with the Council on ality (CEQ) draft Guidance on the Consideration of Climate I Environmental Policy Act (NEPA) Reviews (dated June 26, r to the technical report for more details, including the climate nt and how TxDOT is responding to a changing climate.

nes (i.e., striped bike lanes within the roadway pavement) are tage road; however, they will be implemented at east/west nation with the City of Austin. Wider sidewalks/shared-use paths d, and where space allows there will be a buffer between the estrian pathways. NACTO is a guide for urban streets, and is not sign guide for freeways.

es/exits would put more traffic through the intersections. Where .e., Wells Branch Parkway and Parmer Lane) an intersection posed to reduce vehicles at those intersections. A detailed traffic ponducted to determine the locations of entrance/exit ramps and

added at intersections to increase traffic flow and reduce trian and bicycle pathways at these locations will be clearly

completed, a speed study will be conducted to determine limits along the roadway.

operating in a non-tolled environment for new projects, and we is to add more capacity and reduce congestion without the use

| Comment #  | Name                                   | Date Rec'd | Source             | Торіс                       | Comment  |                   |
|------------|--|------------|--------------------|-----------------------------|--|-------------------|
| 61         | Hal Guggolz                            |            |                    |                             |  |                   |
| 65         | Josh Lickteig                          |            |                    |                             |  |                   |
| 69         | Benjamin Blackburn                     |            |                    |                             |  |                   |
| 73         | Kelly Ballard                          |            |                    |                             |  |                   |
| 74         | Drew Scheberle                         |            |                    |                             |  |                   |
| 75         | Natassia Marie Smith                   |            |                    |                             |  |                   |
| 78         | Lindsay Wood                           |            |                    |                             |  |                   |
| 79         | Mike Kennedy                           |            |                    |                             |  |                   |
| 80         | Brittany Glasschroeder                 |            |                    |                             |  |                   |
| 81         | Jerry Frey                             |            |                    |                             |  |                   |
| 82         | David Huter                            |            |                    |                             |  |                   |
| 95         | Dana Harris                            |            |                    |                             |  |                   |
| 98         | Matthew Geske                          |            |                    | Support for Tolled<br>Lanes |  |                   |
| 100        | Roger Borgelt                          |            |                    |                             |  |                   |
| 102        | Jeff Henley                            |            |                    |                             | Solving our region's growing mobility challenges requires the utmost urgency in advancing a  |                   |
| 104        | A. ZInni                               |            |                    |                             | thorough, impactful, fiscally sound and expeditious improvements. While no single solution   |                   |
| 108        | Marian Casey                           |            | Virtual Open House |                             | will solve all of our mobility needs, Central Texans need more options in how they get around  |                   |
| 109<br>116 | Sydney Loyed                           |            |                    |                             | the region.  |                   |
| 116        | Kyle Kerrigan<br>Stephanie Voutselakos |            |                    |                             |  | TxDOT is current  |
| 117        | Deyla                                  | N/A        |                    |                             | Please utilize express lanes (also known as variable toll managed lanes) on IH-35. These will help ease congestion by diverting some traffic onto priced lanes, helping IH-35 in ways that | are looking for w |
| 113        | Clint Sayers                           |            |                    | Lanos                       | they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state  |                   |
| 121        | Annetta Petropoulos                    |            |                    |                             | lawmakers in funding transportation improvements and while I am encouraged to see the  |                   |
| 125        | Clayton Hoover                         |            |                    |                             | North and South sections moving forward, we must use every available mechanism —   |                   |
| 126        | Monti Jefferson                        |            |                    |                             | including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.   |                   |
| 128        | Crispin Ruiz                           |            |                    |                             |  |                   |
| 130        | Keeley Shrode                          |            |                    |                             |  |                   |
| 131        | Janice Hillenmeyer                     |            |                    |                             |  |                   |
| 132        | Jan Fulton                             |            |                    |                             |  |                   |
| 134        | John Andersen                          |            |                    |                             |  |                   |
| 135        | Megan Frey                             |            |                    |                             |  |                   |
| 136        | JD Moore                               |            |                    |                             |  |                   |
| 137        | Cid Galindo                            |            |                    |                             |  |                   |
| 141        | Burnie Burner                          |            |                    |                             |  |                   |
| 143        | Robert Burton                          |            |                    |                             |  |                   |
| 144        | Amy Harding                            |            |                    | 1                           |  |                   |
| 145        | Jennifer Todd-Goynes                   |            |                    |                             |  |                   |
| 149        | Richard Kooris                         |            |                    |                             |  |                   |
| 150        | Lora Herring                           |            |                    |                             |  |                   |
| 151        | Bryan                                  |            |                    |                             |  |                   |
| 155        | Najad Blataji                          |            |                    |                             |  |                   |
| 156        | Margaret Robinson                      |            |                    |                             |  |                   |
| 157        | Annette French                         |            |                    |                             |  |                   |
| 158        | Terrence                               |            |                    |                             |  |                   |
| 159<br>160 | Jessica Grahek<br>Elizabeth Buongiorno |            |                    |                             |  |                   |
| 160        | Tom Stacy                              |            |                    |                             |  |                   |
| 161        | Alex Westermann                        |            |                    |                             |  |                   |
| 102        |  | l          | I I                |                             | 1  | I                 |

Response

ntly operating in a non-tolled environment for new projects, and we r ways to add more capacity and reduce congestion without the use of toll roads.

| Сог | nment # | Name           | Date Rec'd | Source | Торіс | Comment |  |
|-----|---------|----------------|------------|--------|-------|---------|--|
|     | 164     | Dana Hansen    |            |        |       |         |  |
|     | 174     | Kim Fernea     |            |        |       |         |  |
|     | 175     | Atul Patel     |            |        |       |         |  |
|     | 179     | Shaun Cranston |            |        |       |         |  |
|     | 180     | Andrea Sanchez |            |        |       |         |  |

Response