

## I-35 CAPITAL EXPRESS CENTRAL PROJECT HISTORY

TxDOT worked closely with the community during the last 25 years to modify the I-35 Capital Express Central project to not only improve mobility and safety but also reflect values of the Austin community. TxDOT hosted open houses, stakeholder meetings and workshops to share information and collect feedback from the community. From 2020 to 2021, TxDOT received more than 9,000 comments regarding the project. This feedback resulted in significant changes to the various alternatives proposed for the Central project, which will continue to evolve over time.

Key moments include:

1980s-2000s

TxDOT Austin District undertakes the I-35 Major Investment Study, which proposes improvements along I-35 from Georgetown to Buda.



1957

2008

Texas Transportation Commission creates the I-35 Corridor Advisory Committee to increase community participation in the transportation planning process.

2011

Texas Legislature passes the Rider 42 bill, prioritizing TxDOT funding to study the most congested corridors in the state.



2011

2012

TxDOT launches the I-35 Future Transportation Corridor Planning and Environmental Linkages Study (PEL).

2013-2014

Downtown Stakeholder Working Group forms, led by State Senator Kirk Watson, the former mayor of Austin. Two alternatives are considered for the project, each proposing to add one tolled lane in each direction. Alternative 1 calls for modifying the existing configuration, while Alternative 2 calls for lowering the mainlanes and managed lanes.

Texas A&M Transportation Institute analyzes redesignating I-35 to SH 130, but this is found to fall short of demand due to the high volume of traffic with origins and destinations along I-35 in the downtown area.

2014

TxDOT releases the I-35 Capital Area Improvement Program Corridor Implementation Plan for Travis County.

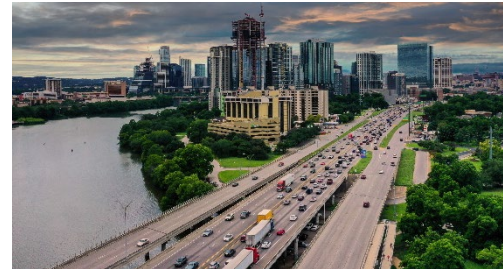
TxDOT hosts the I-35 Capital Express Central Design Charrette to solicit input from stakeholders regarding previously developed concepts, including a plan to construct another upper deck on top of existing upper decks. More than 30 concepts were proposed over the course of the charrette.



*Downtown Stakeholder Working Group, 2013*

2016-2017

TxDOT determines two managed lanes in each direction are feasible if the decks are removed. TxDOT hosts a Capital Express Central project open house.



*Present day*

2020

The Texas Transportation Commission approves **\$4.98 billion in discretionary funds for the project**. The first public scoping meeting is held as an opportunity for the public to review and provide comments on the coordination plan/schedule; project purpose and need; and the range of alternatives.

2021

TxDOT hosts a second public scoping meeting in March providing an opportunity for the public to review and comment on the proposed alternative evaluation process; and a public meeting in August as a public opportunity for review and comment on the results of the alternatives evaluation process and the proposed design for the build alternatives.

2022

**What's next?** TxDOT is evaluating the potential impacts on the human and natural environment that would result from the proposed build alternatives (Alternatives 2 and 3) and the no-build alternative as part of the Environmental Impact Statement (EIS). The preferred alternative will be presented in the draft EIS and will be made available to the public 15 days prior to a public hearing and circulated to cooperating and participating agencies. This will include a 60-day comment period. By summer 2023, the selected alternative will be presented in the combined final EIS and Record of Decision concluding the environmental process. Anticipated construction start is late 2025.

### Contact information

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For additional information visit: [my35capex.com/Central](http://my35capex.com/Central) or [my35.org/capital.htm](http://my35.org/capital.htm).