

Documentation of Public Meeting

Project Location

Travis County

I-35 Capital Express South CSJ: 0015-13-077, CSJ: 0016-01-113

Project Limits

SH 71/Ben White Boulevard to SH 45 Southeast

Meeting Location

Akins High School Cafeteria 10701 S 1st Street, Austin, TX 78748

Meeting Date and Time

Oct. 17, 2019 from 5:30 – 7:30 p.m.

Translation Services

none requested

Presenters

none

Elected Officials in Attendance

Council Member Robert Rizo, City of Kyle

Total Number of Attendees (approx.)

49

Total Number of Commenters

143

Contents

- A. Comment/response matrix
- B. Notices provided
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A. COMMENT/RESPONSE MATRIX

#	Name	Date Received	Source	Topic	Comment	Response
					GENERAL	
103	,	10/11/2019	Email	General	Is it a strategic choice to only hold open houses on the edges of Austin? There's no way I can get 15 miles north or south after work in rush hour traffic. It seems very clear that you don't want any feedback. For what it's worth, I hate this project, it won't help, and \$700 million could buy a lot of trains so we wouldn't need this project.	Comment noted.
118	Ray Salazar	10/17/2019	Court	General	Interstate 35 – You will never be able to straighten Interstate 35 out with the traffic that we have now, ever, because of the embargo from Mexico to Canada. We have thousands of trailer trucks going through there every week, 18-wheelers, and you cannot avoid the traffic there. You cannot make it any wider than what it is because it's private property. You cannot do it. You cannot put another lane anywhere else. It's as wide as you're going to go. I had one solution to it, but there was no – there's not enough money to build it, and that's an upper deck from Buda to Round Rock. And you cannot put a toll road on 35, not in Austin, Texas. We have too many wrecks, and people get killed there on the hour. Yeah. Whoever designed it back in 1960, it was obsolete before they got through with it. Before they even got through with it, there were – five people got killed on it, when it was under construction. A fire truck caught on fire, yeah. But they don't use the 130 or 45. The trucks were meant to use it, but they don't use it. The toll road, for them, is too expensive. They can't afford to pay it. And they're fixing to go up on it. They're fixing to raise the toll. The City of Austin did an injust to all the Texas people. They should have never, never, never sold it to any private companies. They should have kept it within the City of Austin. Then they could have managed the toll road. Okay? And the fees to the toll road. I, for one, don't use toll roads. I, for one, use 35, but I use it – when I go and drive out of town, I usually go 1:00, 2:00 in the morning, yeah. I don't do it – I don't go nowhere else – out nowhere after 11:00 in the morning, no. I'm a – I retired in '95. I'm 100 percent disabled from the Vietnam War. My wife is also a disabled person. The only time we go out is when – to buy groceries or go see a doctor during the day, to do visitations to the medical staff, doctors, or grocery stores. We don't do no sporting arenas. We see everything on television, yeah. And – But we are tourist people. Yeah,	Comment noted.

developers, and that's millions and millions of dollars. They've got a proposition on the board right now, and instead of using it for traffic, they're going to spend almost \$70 million on the homeless, and they're going to address individuals with a bonus of \$23,000 or more per homeless person. I'm sorry. They break the law every day. They don't give anybody else anything. We come here and bitch and complain. Nobody hears about it. Homeless stays underneath the bridge, drink their whiskey, do their drugs, have their sex, do whatever they want to do, and the City just gives them anything, you know. I've been living here since 1940. in this town.

I've seen the good and the bad and the ugly and – but there's not a solution to anything here in Austin. You know, the people are voted – the City Council is voted in. The mayor is voted in. The governor is voted in. And they just stand by with their hands in their pockets and raise the taxes of everybody here and give it to the homeless. I live in a moderatetype home, 1.345 square feet, and my taxes are over \$10,000 a year. and that goes to the homeless, ves. Yeah, like I said, the streets in Austin need lots and lots of repairs, lots of repairs, but they don't repair them because the money is wasted somewhere else. I feel that the kids that are losing their schools are being - are going to be bused to another school and be overcrowded, and they will not get their education, like they're doing now. The teachers are going to lose their jobs. Where are you going to put all these hundreds of teachers? And they're on – And in Chicago, they're on strike. I feel that the education for the child here is a No. 1 priority. They should not close schools down. If they need repair. repair them. Take the homeless away from Austin. Use that money to repair your schools and educate the kids. Every year that goes by, you need education. 25, 30 years from today, if you don't have education, you're going to starve to death. You're going to be on the streets, like these people are right now. Everything goes up. Everything. Rent goes up. Property tax goes up. Water line goes up. It's terrible. And if they close the schools down, like I said, where are the kids going to get their education from? You can only put so many in a classroom. And trafficwise, if it's not there right now, it'll never be there. It'll never be there, Times are changing overnight and – You cannot – You cannot build more lanes downtown, private streets. You cannot build no more lanes on Congress. You cannot build no more lanes on any streets in Austin because, once - once again, instead of building and making it wide, it takes one or two lanes out and gives them to the bikes or bicycles. Not everybody rides a bike, and they don't enforce the law on bicycles like they do on cars. Okay? There's a reason a lot of these kids – people that ride bikes get hurt, because they cross the red light. They cross the stop sign. They're not – They don't cooperate with the automobiles. Okay? They're in danger all the time. And another thing, we've got two things now in Austin that we should not have ever gotten. It's making it worse.

					SUPPORT FOR PROJECT	
140	Tom Van Pelt	11/1/2019	VOH Comment	Support for Project	The non-tolled managed lanes proposed in this plan would greatly benefit drivers on I-35 South. Congestion will decrease and the flow for bikers and pedestrians will become more efficient.	Comment noted.
1	Aaron	10/22/2019	VOH Comment	Support for Project	I think that providing all these additional HOV lanes is wonderful and is a progressive move towards solving todays problems!	Comment noted.
138	Tom Kolko	10/31/2019	VOH Comment	Support for Project	The highway improvement projects and adding capacity projects are long overdue in the Austin area	Comment noted.
42	Dick Sanger	11/1/2019	VOH Comment	Support for Project	I am highly supportive of this plan and what it can bring to Austin.	Comment noted.
90	Mark Tedder	10/17/2019	Comment Form	Support for Project	We welcome the expansion. With the extraordinary growth in our city no doubt needed. We encourage TxDOT to move expeditiously to reach a start date and just as expeditiously to complete the project.	Comment noted.
				Access	This may not be a feasible request but I would encourage you to consider an exit to Stassney Lane northbound to alleviate the congestion at the northbound William Cannon frontage. Thank you.	This area is currently undergoing traffic analyses of various alternatives to determine the optimal configuration.
					SUPPORT FOR TOLL LANES	
65	John Andersen	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
139	Tom Stacy	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
6	Alex Westermann	11/1/2019	VOH Comment	Support for Tolled Lanes	Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping	
8	Amy Harding	11/1/2019	VOH Comment	Support for Tolled Lanes	MoPac (Loop 1).	
9	Andrea Sanchez	10/24/2019	VOH Comment	Support for Tolled Lanes	I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to	
12	Annetta Petropoulos	11/1/2019	VOH Comment	Support for Tolled Lanes	build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available	
13	Annette French	11/1/2019	VOH Comment	Support for Tolled Lanes	mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	
14	Atul Patel	10/30/2019	VOH Comment	Support for Tolled Lanes	modificy along the chille m-33 comuon.	
20	Brittany Glasschroeder	10/30/2019	VOH Comment	Support for Tolled Lanes		
21	Bryan	11/1/2019	VOH Comment	Support for Tolled Lanes		
22	Burnie Burner	11/1/2019	VOH Comment	Support for Tolled Lanes		
28	Cid A Galindo	11/1/2019	VOH Comment	Support for Tolled Lanes		

30	Clayton Hoover	11/1/2019	VOH	Support for Tolled Lanes
			Comment	
31	Clint Sayers	11/1/2019	VOH	Support for Tolled Lanes
			Comment	
32	Crispin Ruiz	11/1/2019	VOH	Support for Tolled Lanes
			Comment	
35	Dana Hansen	11/1/2019	VOH	Support for Tolled Lanes
		4444-5-11	Comment	
36	Dana Hansen	11/1/2019	VOH	Support for Tolled Lanes
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37	Dana Harris	10/25/2019	VOH	Support for Tolled Lanes
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39	David Huter	10/30/2019	VOH	Support for Tolled Lanes
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44	Elizabeth	11/1/2019	VOH	Support for Tolled Lanes
	Buongiorno	44 /4 /0040	Comment	
56	Jan Fulton	11/1/2019	VOH	Support for Tolled Lanes
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58	JD Moore	11/1/2019	VOH	Support for Tolled Lanes
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59		11/1/2019	VOH	Support for Tolled Lanes
61	Goynes	10/30/2019	Comment	Support for Tollad Lance
01	Jerry Frey	10/30/2019	VOH Comment	Support for Tolled Lanes
63	Jessica Grahek	11/1/2019	VOH	Support for Tolled Lanes
03	Jessica Graniek	11/1/2019	Comment	Support for Tolled Lattes
68	Josh Miksch	11/1/2019	VOH	Support for Tolled Lanes
	JOSH WIRSON	11/1/2019	Comment	Support for folica Lailes
70	Justin Brodnax	11/1/2019	VOH	Support for Tolled Lanes
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72	Keeley Shrode	11/1/2019	VOH	Support for Tolled Lanes
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73	Kelly Ballard	10/31/2019	VOH	Support for Tolled Lanes
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77	Kim Fernea	10/31/2019	VOH	Support for Tolled Lanes
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80	Kyle Kerrigan	11/1/2019	VOH	Support for Tolled Lanes
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82	Leticia	11/1/2019	VOH	Support for Tolled Lanes
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83	Lindsay Wood	10/30/2019	VOH	Support for Tolled Lanes
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Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).

I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.

TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

86	Lora Herring	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more
87	Margaret Robinson	11/1/2019	VOH Comment	Support for Tolled Lanes	Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping	capacity and reduce congestion without the use of toll roads.
89	Marian Casey	11/1/2019	VOH Comment	Support for Tolled Lanes	MoPac (Loop 1).	
95	Matthew Geske	10/25/2019	VOH Comment	Support for Tolled Lanes	I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to	
97	Megan Frey	11/1/2019	VOH Comment	Support for Tolled Lanes	build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the	
102	Mike Kennedy	10/30/2019	VOH Comment	Support for Tolled Lanes	North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve	
106	Monti Jefferson	11/1/2019	VOH Comment	Support for Tolled Lanes	mobility along the entire IH-35 corridor.	
108	Najad Baltaji	11/1/2019	VOH Comment	Support for Tolled Lanes		
109	Natassia Marie Smith	10/31/2019	VOH Comment	Support for Tolled Lanes		
121	Robert Burton	11/1/2019	VOH Comment	Support for Tolled Lanes		
123	Roger Borgelt	10/24/2019	VOH Comment	Support for Tolled Lanes		
132	Stephanie Voutselakos	11/1/2019	VOH Comment	Support for Tolled Lanes		
134	Sydney Loyed	11/1/2019	VOH Comment	Support for Tolled Lanes		
135	Terrence	11/1/2019	VOH Comment	Support for Tolled Lanes		
128	Shaun Cranston	10/24/2019	VOH Comment	Support for Tolled Lanes		
11	Andrew Grimm	10/31/2019	VOH Comment	Support for Tolled Lanes	Solving our region's growing mobility challenges requires the utmost urgency in advancing a thorough, impactful, fiscally sound and	Comment noted. TxDOT is currently operating in a non- tolled environment for new projects, and we are looking for
51	Hal	10/31/2019	VOH Comment	Support for Tolled Lanes	expeditious improvements. While no single solution will solve all of our mobility needs, Central Texans need more options in how they get	ways to add more capacity and reduce congestion without the use of toll roads.
54	Jacqueline Dudley	11/1/2019	VOH Comment	Support for Tolled Lanes	around the region.	
78	Kimberly Nordhoff	11/1/2019	VOH Comment	Support for Tolled Lanes	on IH-35. These will help ease congestion by diverting some traffic onto priced lanes, helping IH-35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding	
111	Patrick Rose	11/1/2019	Comment	Support for Tolled Lanes		
55	James Cain	10/31/2019	Comment	Support for Tolled Lanes		
67	Josh Lickteig	10/31/2019	VOH Comment	Support for Tolled Lanes		

124	Roland Pena	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
				General	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.	Comment noted.
17	Bill Gregory	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor. I think more people will pay for a lane rather than carpool. That being the case, why not charge for the lane usage and use the money for this project AND RAIL PROJECTS!	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
57	Janice Hillenmeyer	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). The majority of traffic using this corridor are single occupancy vehicles and trucks. Putting HOV lanes isn't going to help if no one is able to use them because they don't qualify as an HOV.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

16	Benjamin Blackburn	10/31/2019	VOH Comment	Support for Tolled Lanes	First of all I would like to express how much I would fully endorse Sinclair blacks proposal to bury I 35 through the middle of Austin. I know this would be extremely expensive but I'm willing to have my taxes increase to pay my fair share for the wonderful benefit that this would have on the city of Austin. I understand that this may be a longshot that will ever be achieved but what we can do in the immediate near future is to install manage lanes	The portion of I-35 to which you are referring is not part of the Capital Express South Project. It is actually part of the Capital Express Central Project that is still in the planning phase and will be open to public comment during public open houses to be held in the future.
					Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
					I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	
96	Maureen Kelly	10/31/2019	VOH Comment	Support for Tolled Lanes	Please use express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
81	Lanc Coplin	10/31/2019	VOH Comment	Support for Tolled Lanes	TxDOT Officials, Our region's exigent mobility challenges require rapid and fiscally sound implementations. While no single solution will solve all of our mobility needs, Central Texans need more options in order to maintain current navigation times throughout the region. Please utilize express lanes (also known as managed variable toll lanes) on Interstate Highway 35 (IH-35). Express lanes will help ease congestion by diverting some traffic onto toll lanes; as driver demand for use of IH-35 increases, managed toll lanes will provide a valuable alternative to the current option of wading through dense IH-35 congestion at nearly all hours of the day. While managed toll lanes represent an imperfect and partial solution, similar lanes have helped to significantly reduce drive times on MoPac Expressway (Loop 1). Historically Central Texans have enjoyed an excellent live/work environment rich with natural amenities, and over the past 20 years we've enjoyed a new level of economic prosperity. Increased traffic congestion is an unfortunate symptom of our success, but there are proven strategies with the potential to solve the transportation puzzle.	Comment noted. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

					(continued) Managed toll lanes are a key piece of the puzzle. I recognize and applaud the hard work of state lawmakers in funding transportation improvements and while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve	
120	Richard Kooris	11/1/2019	VOH Comment	Support for Tolled 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	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll
					will be coerced into paying a toll for an otherwise "free" state highway system. Please include toll lanes in the plan. Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping	roads.
					MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	
75	Kevin Hoffman	10/31/2019	VOH Comment	Support for Tolled 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.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
66	John Munoz	10/24/2019	VOH Comment	Support for Tolled 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.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
141	Truman H Fenton	11/1/2019	VOH Comment	Support for Tolled Lanes	I favor managed HOV lanes for the new 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.	The Capital South project no longer proposes adding tolled express lanes. Instead, TxDOT has identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads.

7	Ali Khataw	10/31/2019	VOH Comment	Support for Tolled 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 operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
10	Andrew D Smith	10/31/2019	VOH Comment	Support for Tolled Lanes	I-35 should not be expanded, it should be tolled.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads. Funding sources for Capital Express South are limited for use on non-tolled projects.
18	Brandon Halpin	10/31/2019	VOH Comment	Support for Tolled 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 operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
19	Brianna Frey	11/1/2019	VOH Comment	Support for Tolled 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 operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
24	Cameron Pawelek	11/1/2019	VOH Comment	Support for Tolled 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 operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads. Funding sources for Capital Express South are limited for use on non-tolled projects.
25	Casey Burack	10/30/2019	VOH Comment	Support for Tolled Lanes	Please toll the managed lanes so that we can toll the Central Segment!	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads. The Capital Express Central Project that is still in the planning phase and will be open to public comment during public open houses to be held in the future.
26	Charles A. Betts	11/1/2019	VOH Comment	Support for Tolled 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 operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
33	Curtis Rogers	10/17/2019	Comment Form	Support for Tolled Lanes	Managed lane(s) should be toll lanes. Non-tolled lanes will induce demand for more traffic and the area will be worse off, and with no good funding source to pay for it. Not worth doing this expensive project without a funding source. This should be paid for by the people using it, not the rest of Texas.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

47	Farmer	10/28/2019	VOH Comment	Support for Tolled Lanes	Please consider utilizing variable speed managed lanes (toll lanes) when constructing this project. We need to maximize the number of new lanes and this would be a viable financing mechanism. Thanks for your consideration.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
49	Glenn Hart	11/1/2019	VOH Comment	Support for Tolled Lanes	Why are variable toll lanes similar to Mopac Expressway not being considered to still allow free flow of transit and also provide a sustaining revenue source?	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
62	Jerry Ramos	10/28/2019	VOH Comment	Support for Tolled Lanes	Recommend that TxDOT consider tolling the project in order to expedite construction.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
69	Julia Taylor	11/1/2019	VOH Comment	Support for Tolled 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 operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
91	Marvin Chaney	10/18/2019	VOH Comment	Support for Tolled Lanes	Put tolls on those lanes and give discounts to those carpooling. I am also confused about the entrance/exits from these lanes and onto SH 45 and SH 71. Are those proposed to get managed lanes in the distant future? If so, let's see some drawings showing how that fits into the overall scheme.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads. There are no current plans for managed lanes on SH 45 and SH 71 at this time.
99	Michael Aulick	10/31/2019	VOH Comment	Support for Tolled Lanes	Rather than HOV lanes on IH 35, please install managed express lanes with variable pricing. This has worked very well on Loop 1 N. It is also very supportive of express buses, which are very important to permit people to escape congestion. Ridership on CMTA buses which use Loop 1 N has increased 40% since the express lanes were opened. We need this new kind of facility to fight our growing congestion; HOV lanes are much less effective. Thank you.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
105	Monica Valdez	10/21/2019	VOH Comment	Support for Tolled Lanes	This should be a toll. Why is Austin so opposed to toll Lanes? Houston and Dallas use them and for the amount of people they are moving through the city, they have excellent roadways. On the other hand, San Antonio hates tolls and has horrible roadways. Tolls help to find the projects and for maintenance. Why struggle to raise the money when people that use the toll can find it? I moved to Austin from Houston and the roads are my biggest complaint. Learn from the bigger cities and how they run things.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
130	Sierra Holloway	11/1/2019	VOH Comment	Support for Tolled Lanes	I think express lanes would be very beneficial along the IH-35 corridor. This would help ease congestion by diverting some traffic onto a single fast-paced lane and discouraging merging in and out of the left lane (slowing down traffic). This has been very beneficial on Mopac/Loop 1, so I think it will also be beneficial on IH-35. Thank you for your work to fund transportation improvements in the central Texas region.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

85	Lonny Stern	11/1/2019	VOH Comment	Support for Tolled Lanes	Hello – I would like to advocate for two things: 1) Using variable-price tolling lanes (instead of HOV lanes) on I-35	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
						The Capital Express projects would still allow the City of Austin, or other entities, to potentially fund a "cap" over the mainlanes of I-35 where feasible, if the community wishes to pursue this project.
				Design	2) Reducing the number of cross-streets in the downtown section. The City of Austin will eventually seek to "cap" this section of the highway. We have discussed using that area as park space, but it will be difficult to do that if there is a 45 MPH crossing and turn around every block downtown.	This comment addresses an issue that is outside of the limits of this environmental document.
					Thanks for your help to improve this infrastructure for our community!	
43	Ed Ireson	11/1/2019	VOH Comment	Support for Tolled 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 operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
				Bicycle/Pedestrian Access	Please also consider include ample safe pathways for human-scale transit - pedestrians and bikes.	The Capital South project would enhance bicycle and pedestrian options, including adding shared-use paths on the north and south sides of the corridor where sufficient right of way exists, improving east-west connections for existing roadway crossings, adding pedestrian signals at all intersections and ensuring pathways are compliant with the Americans with Disabilities Act (ADA).
126	Sarah Simpson	11/1/2019	VOH Comment	Support for Tolled Lanes	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.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
				Public Transportation Transit	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.	Capital Metro has been part of the I-35 planning team since TxDOT began studying ways to enhance mobility along I-35 in 2011. The Capital North, Central, and South projects would still allow for some transit enhancements. The project team will continue to work with local transit partners.
				Support for Tolled Lanes	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.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

15	Ben Howell	10/18/2019	VOH Comment	Support for Tolled Lanes	Without tolls, I don't see how these HOV lanes will consistently be free-flowing and allow for an improved transit experience. Mentioning the tiny benefits to transit in your materials is "green-washing" an otherwise environmentally degrading project. I'm not fooled, and I doubt many others are.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
				Traffic	Based on similar projects (I-10 expansion in Katy) this project will likely not accomplish goals of reducing travel times, and will encourage more development at the fringes of town, further weakening any travel time reductions in the long-term. I bet the rural & suburban landowners are thrilled though, because this amounts to a major cash giveaway to them. And yet most of your revenue comes from cities. You're misusing public funds.	Improvements to I-35 proposed as a part of Capital Express South are designed to accommodate future growth within the region.
				Climate Change	Your plan encourages more climate-damaging behavior. Your agency is culpable for that, and I hope you get sued for the harm your agency is doing to future generations well-being. Cheers.	TxDOT has prepared a Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment technical report (https://ftp.dot.state.tx.us/pub/txdot-info/env/toolkit/725-01-rpt.pdf), which takes into consideration increases in temperature. This statewide approach is consistent with the Council on Environmental Quality (CEQ) draft Guidance on the Consideration of Climate Change in National Environmental Policy Act (NEPA) Reviews (dated June 26, 2019). Please refer to the technical report for more details, including the climate change assessment and how TxDOT is responding to a changing climate.
				Support for Tolled Lanes	First of all I would like to express how much I would fully endorse Sinclair blacks proposal to bury I 35 through the middle of Austin. I know this would be extremely expensive but I'm willing to have my taxes increase to pay my fair share for the wonderful benefit that this would have on the city of Austin. I understand that this may be a longshot that will ever be achieved but what we can do in the immediate near future is to install manage lanes	Concept of burying IH35 through the middle of Austin referred to is not a part of Capital Express South project. The Capital Express Central Project through the middle of Austin is still in the planning phase and will be open to public comment during public open houses to be held in the future.
					UPPORT FOR TOLL LANES WITH TRANSIT	
23	C. Brian Cassidy	11/1/2019	VOH Comment	Support for Tolled Lanes with Transit	The I35 Capital Express Project should be built as 2 variable tolled managed lanes in each direction throughout all segments, including the southern 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 operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

76	Tim Thomas Kevin Quist	10/31/2019	VOH Comment VOH Comment	Support for Tolled Lanes with Transit Support for Tolled Lanes with Transit	I live right next to this highway. We need to transition away from its use. Any non-transit use of the lanes should be congestion priced and poured into adding transit and active transit to the state. Any new lanes should be paired with bike lanes, trails, and sidewalks. I briefly looked over the schematics and wanted to mention: I would like the managed lanes revenue to be funneled into public transportation funding. As a society and state, we cannot rely on single occupancy vehicles alone! We need to start creating alternative systems that	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.					
					promote transit/walking/cycling. Thanks.	10000					
	SUPPORT FOR NON-TOLLED MANAGED LANES										
142	Wallace Walker	11/1/2019	VOH Comment	Support for Non-Tolled Managed Lanes	let's get those additional lanes open then see if we still need those managed lanes	Comment noted.					
143	Wendy Gonzales	11/1/2019	VOH Comment	Support for Non-Tolled Managed Lanes	Please keep any lanes added FREE for drivers to use.	Comment noted.					
129	Sheri DeSpain	11/1/2019	VOH Comment	Support for Non-Tolled Managed 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.	TxDOT has identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads.					
125	Ronda Barton	11/1/2019	VOH Comment	Support for Non-Tolled Managed Lanes	Please continue plans for HOV lanes on I-35 and please DO NOT add ANY toll lanes to I-35.	The Capital South project no longer proposes adding tolled express lanes. Instead, TxDOT has identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads.					
79	Krystal A Shaw	11/1/2019	VOH Comment	Non-Tolled Managed Lanes	I applaud the use of non-tolled lanes and encouraging carpooling!	Thank you for taking the time to provide your input.					
29	Cindy Brummer	11/1/2019	VOH Comment	Support for Non-Tolled Managed Lanes	I am glad to see managed lanes on I-35 are not tolled. I am tired of tolls being on every road. I do not support tolling everywhere, and I support what is expressed in this project.	Comment noted.					
104	Monica Luxon	11/1/2019	VOH Comment	Support for Non-Tolled Managed 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 operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.					
110	Nicolas Sfeir	10/31/2019	VOH Comment	Non-Tolled Managed Lanes	Hi there, please consider the following for the I-35: Consider adding HOV and Express Lanes	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads. The managed lanes will be HOV lanes for use by passenger and transit vehicles.					
				Tolled Lanes	Consider adding Toll lane	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.					
				Non-Tolled Managed Lanes	Add lanes in Austin Frankly all the above solutions to relieve the congestion.	The Capital Express South project will add 2 non-tolled managed HOV lanes in each direction throughout the projects, and add general purpose, auxiliary, and frontage road lanes in other areas					

				SUPP	ORT FOR TOLLED AND FREE MANAGED LANES	
60	Jeri Stone	11/1/2019	VOH Comment	Support for Tolled and Free Managed 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 operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
				OPPO	SITION TO TOLLED/TOLLED MANAGED LANES	
48	Frederick A Mitchell	11/1/2019	VOH Comment	Opposition to Tolled Managed Lanes	I have been living in Austin for most of my 31 years and I am opposed to putting in toll roads on one of the highest traveled roads in the city. The toll road on MoPac has not eased congestion as lawmakers said it would; the money and work would have been better used in just expanding the road. The amount of space used in the MoPac expansion of 1 extra lane in each direction could have been used for 2 full lanes if not for the toll road separation and I am sure that if an expansion to IH-35 were to happen, there would be ample room to expand the road without making it a toll road and making fewer people able to travel on said expansion.	The Capital South project no longer proposes adding tolled express lanes. Instead, TxDOT has identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads.
113	Peter Birk	11/1/2019	VOH Comment	Opposition to 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 Capital South project no longer proposes adding tolled express lanes. Instead, TxDOT has identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads.
119	Rhett Bigham	11/1/2019	VOH Comment	Opposition to Tolled Lanes	I feel toll roads just separate the public by discriminating based on financial ability to pay. HOV lanes are good & encourage carpools. However, the best solution that would solve the congestion issue on I-35 going through Austin, San Marcos, New Braunfels, etc., would be for the government to purchase I-130 toll road & make it the free bi-pass expressway around all these congested cities for all vehicles using I-35 for long distance. A large percentage of the traffic has no interest in stopping in these cities nor driving through the heart of them.	The Capital South project no longer proposes adding tolled express lanes. Instead, TxDOT has identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads.
50	Greg	11/1/2019	VOH Comment	Opposition to Tolled Lanes	PLEASE NO toll lanes HOV lanes are a great idea, but there are too many toll roads lately. We (the public) already own this right-of-way, just reconfigure it to suite our needs. We already fund road projects thru the fuel tax, but government has mis used/allocated the funds to other 'pet' projects. Just use our fuel tax dollars as they were intended and there will be plenty of money to improve and maintain our roadways.	The Capital South project no longer proposes adding tolled express lanes. Instead, TxDOT has identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads.

	OPPOSITION TO TOLLED LANES/SUPPORT FOR HOV									
98	Meredith Matthews	11/1/2019	VOH Comment	Opposition to Tolled Lanes; Support for HOV	No more toll lanes! Please add HOV lanes!!	The Capital South project no longer proposes adding tolled express lanes. Instead, TxDOT has identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads.				
					DESIGN					
133	Susan Pantell	10/25/2019	VOH	Design	Managed lanes should require at least three people per vehicle.	When managed lanes require three or more occupants per				
122	Robert Rizo	10/17/2019	Comment Form	Design	I would like to voice my concern about not having two high occupancy lanes. I would rather see on high occupancy lane, and add another lane for all drivers. I travel I-35 from Kyle on a daily basis. I see more single occupancy vehicles driving into Austin. Austin is so spreadout that few will benefit from two high occupancy lanes. Having extra lanes for single commuters would be best for traffic.	car, they are underutilized and have excess capacity. TxDOT identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads. Additional general purpose lanes are not proposed because drivers who currently use other routes to avoid I-35 would quickly fill these lanes and they would become just as congested as al the other general-purpose lanes. Solving congestion by simply adding multiple lanes is not sustainable and has not been proven to be effective in providing reliability and promoting transit.				
116	Rafael Murray	10/30/2019	Emailed Comment Form	Design	We would like to know the measurement of the new property line from the old one We are opposed to any type of curbing involved with installing sidewalks, roadways, or entries. We could submit to a level sidewalk with no curb. We could submit to a level driveway entry without curbs. Curbs would be a danger to pedestrians and motorists as well.	Meetings with affected property owners will begin being held in late 2020 where specific measurements for proposed ROW will be available to be discussed in person. Curbs are an essential component of new frontage road construction that facilitate proper drainage, and improve safety by helping separate vehicles from shared-use-path users. Ramps will be provided for shared-use-path users at driveways and intersections to provide a level path accessible to shared-use-path users.				
115	Rafael Murray (Planet K Onion Creek)	10/30/2019	VOH Comment	Design	On behalf of the Planet K Onion Creek: 1. We would like to know the measurement of the new property line from the old one 2. We are opposed to any type of curbing involved with installing sidewalks, roadways, or entries. We could submit to a level sidewalk with no curb. We could submit to a level driveway entry without curbs. Curbs would be a danger to pedestrians and motorists as well.	Meetings with affected property owners will begin being held in late 2020 where specific measurements for proposed ROW will be available to be discussed in person. Curbs are an essential component of new frontage road construction that facilitate proper drainage, and improve safety by helping separate vehicles from shared-use-path users. Ramps will be provided for shared-use-path users at driveways and intersections to provide a level path accessible to shared-use-path users.				
112	Paul D Sistare	11/1/2019	VOH Comment	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.	Comment noted.				

88	Mariah Contreras	10/18/2019	VOH Comment	Design	If I am understanding this correctly, we will expand by 2 lanes in each direction (five total) and then go back to 3 lanes once you get to Riverside-ish region? I understand toll projects are on hold, but wouldn't it make sense to take the four new lanes and make them double-decker through downtown? This is where the congestion is. I know there are issues with Slaughter Overpass to 71 area, but the addition of the lanes there can progress to a doubledecker toll?	By constructing Capital Express North and South projects first, drivers will have better access to alternatives, such as US 183 and SH 71, to bypass downtown during construction of the Central project. The Central project presents a unique engineering challenge due to the constraints of the corridor's location through the downtown area.
71	Justin Spillmann	11/1/2019	VOH Comment	Design	The location of the north bound exit ramp just north of Slaughter lane needs to be moved back to where it is now, so that people can access their properties without having to go thru the Slaughter lane stop light. The location of the exit ramp in the proposed plans is too far north and will result in significantly more traffic having to use an already congested Slaughter lane intersection, instead of being able to exit where the ramp is now.	Entrances and exits are located to provide the optimal benefit to the entire corridor and work with current design criteria.
38	David	10/30/2019	VOH Comment	Design	You REALLY need to add additional lanes to the 3 regular lanes already in place. Why in the world does Temple get 4 free lanes with no dividers but Austin gets 3? makes no sense. HOV lanes are great but I-35 NEEDS to have 4 free lanes and 2 HOV lanes. I don't care how much you have to widen the road or correct dumb project you already completed but didn't consider future needs. 3 regular lanes is ridiculous. Add regular lanes and HOV lanes if you really want to do this right.	Solutions to increase the number of general purpose lanes are being evaluated for incorporation as the project progresses.
64	Jesus Hernandez	10/17/2019	Comment Form	Design	*SH 71/US290 Direct Connector should be widened to 2 lanes from STA 3495+00 to 3510+00 because of the bottle neck. *Increase from 2LN's to 3 LN from Toyota to Fiesta. (NB + SB side) *need free flow right turns at Stassney with dedicated lane to move traffic faster. *need exit at 3530+00 NB to get access to SH 71/US 290 Direct Connector. *3 (three) LN FR needed at William Cannon/Stassney Areas to accommodate all driveway exiting traffic. *Do not approve of 11' Lanes because of the amount of truck (18 wheeler traffic) I do not feel safe in 11' lanes, its too fast + congested. *narrow shoulders in HOV lanes looks dangerous. *with HOV addition, there is no area for cars to break down and for EMS/fire to drive on to get to accidents.	* Improvements to SH71/US290 Direct Connectors are being evaluated * Improvements to NB and SB FRs from Toyota to Fiesta are being evaluated * Intersection improvements at Stassney are being evaluated * Improvements to NB SH71/US290 DC are being evaluated * Improvements to FRs at William Cannon/Stassney areas are being evaluated * 11' lanes widths required in some areas to accommodate all project constraints * Shoulder widths established to accommodate all project constraints, including safety * HOV lanes will be separated with pavement markings that emergency vehicles can drive over in emergencies
107	N Gordon	10/18/2019	VOH Comment	Design	The managed lanes as designed have far too many ingress/egress points to the point where you may as well make them general travel lanes. Some examples similar to what TXDOT wants to build that have less: The Katy Managed Lanes in Houston. I-96 in the near suburbs of Detroit The Dan Ryan Expressway in Chicago.	Ingress and egress points are located to provide the optimal benefit to the entire corridor.

				Safety	(continued) Furthermore, I have safety concerns over the option that has been floated over making these truck-only lanes. How would these lanes, added to the inside of IH-35, mesh with the prohibition on trucks from being in the left-most lanes of that road. I see massive weaving issues, causing congestion and safety concerns from that setup in Buda, Kyle and Round Rock if creative solutions are not utilized.	The managed HOV lanes will be for use by passenger and transit vehicles. The minimum number of occupants is being determined through traffic analysis and may be 2 or more occupants, 3 or more occupants, or more.
2	Adam Greenfield	11/1/2019	VOH Comment	Design	I strongly oppose this project and urge TxDOT not to expand any part of I35. There is no good reason to expand I35. We know that expanding roadways doesn't ease congestion; wider roads merely induces more driving.	Comment noted.
				Safety	We know that wider roads means more crashes, fatalities, and life- changing injuries; I35 through Austin already has an appalling safety record, representing 26% of all fatalities in 2018.	The Capital South project would bring I-35 up to current interstate safety standards and increase safety in the corridor for all users.
				Climate Change	We are also in a climate crisis. How can TxDOT possibly keep going down this ruinous path, laying waste to the lives of future generations?	TxDOT has prepared a Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment technical report (https://ftp.dot.state.tx.us/pub/txdot-info/env/toolkit/725-01-rpt.pdf), which takes into consideration increases in temperature. This statewide approach is consistent with the Council on Environmental Quality (CEQ) draft Guidance on the Consideration of Climate Change in National Environmental Policy Act (NEPA) Reviews (dated June 26, 2019). Please refer to the technical report for more details, including the climate change assessment and how TxDOT is responding to a changing climate.
				Opposition to Tolled Lanes	Rather than waste another colossal amount of public funds on a worse-than-useless project, TxDOT should take a fraction of the proposed budget and use it for public transportation and bicycle and pedestrian infrastructure (which TxDOT does almost nothing for), which move people far more efficiently than automobiles. And why not also a public information campaign to educate the public that expanding roadways doesn't ease congestion? TxDOT, we are in a crisis. It's too late for 1950s-esque infrastructure projects, which were wrong back then and even more so today. We need you to be part of the solution. Do the right thing!	The project would also enhance bicycle and pedestrian options, including adding shared-use paths on the north and south sides of the corridor where sufficient right of way exists, improving east-west connections for existing roadway crossings, adding pedestrian signals at all intersections and ensuring pathways are compliant with the Americans with Disabilities Act (ADA).

4	Alan McKendree	11/1/2019	VOH Comment	Design	Looks good in general. I'm not clear on why an HOV lane is preferable to an additional main lane. Is it just social engineering, to reward people who carpool? I do see the advantage to having a managed lane dedicated to trucks.	Additional general purpose lanes are not recommended because drivers who currently use other routes to avoid I-35, would quickly fill these lanes, and they would become congested like the existing general-purpose lanes. Solving congestion by simply adding multiple lanes of pavement is not sustainable and has not proven to be effective in providing reliability and promoting transit. Managed lanes are being implemented around Texas and other states to manage congestion rather than patching the problem just to face the same challenges in a few years.
					MANAGED LANE ACCESS	
3	Adelaida Perez	11/1/2019	VOH Comment	Managed Lane Access	There needs to be an express lane exit for Slaughter and/or FM 1626 in order to benefit commuters from these growing neighborhoods.	Entrances and exits are located to provide the optimal benefit to the entire corridor and work with current design criteria.
					MULTI-MODAL/TRANSIT	
5	Aldo Fritz	11/1/2019	VOH Comment	Multi-Modal/Transit	It would be great if the project would allow for regional multi-modal transportation that integrates light rail, BRT, and other forms of transportation and laying down the foundation for better connections to San Antonio, and even DFW region.	Comment noted. The I-35 corridor is part of the regional transportation solution and TxDOT is coordinating with City of Austin, Capital Metro, CTRMA, and CAMPO to enhance regional mobility.
136	Thomas Williams	10/24/2019	VOH Comment	Traffic & Transit	Please integrate this project with transit centers and mobility hubs to maximize transit and HOV usage	Capital Metro has been part of the I-35 planning team since TxDOT began studying ways to enhance mobility along I-35 in 2011. The Capital Express North, Central and South projects would still allow for some transit enhancements. The project team will continue to work with local transit partners.
				Design	* Consider access points and improvements to roads for access to managed lane facility * Consider parallel bike/ped trails in addition to striped lanes on frontage roads	Entrances and exits are located to provide the optimal benefit to the entire corridor. Separate continuous Shared Use Paths are being added along the outside of each frontage road.
				Tolled Lanes	* Restrict trucks to outside lanes; provide incentives to trucks to use SH 130	Comment noted.
				Non-tolled Managed Lane	* provide incentives/priority use for electric and plug in hybrid vehicles in managed lanes * Implement user fees to manage demand and maintain speeds on managed lanes * Implement incentives (coupons for SOV managed lane use) if user takes transit X number of times	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

	BICYCLE/PEDESTRIAN ACCESS AND SAFETY									
93	Mary Pustejovsky	10/31/2019	VOH Comment	Bicycle/Pedestrian Safety	The slip lanes at Slaughter are scary to me as someone who walks and bikes, but also as someone who drives. The crossing for people walking and biking needs to be RAISED to SLOW vehicles down significantly. Ideally there would be no slip lanes at all, but if it is too late to take them out of the project, they need a raised crossing. Slaughter is one of the most dangerous roads in Austin, with many crashes, and many fatalities. We need to design our streets so that people do not die when hit by motor vehicles. This means that all frontage roads need a design speed of 30mph, as recommended by NACTO standards. Also, the bike lanes/shared use paths need significant protection to prevent errant vehicles from coming onto the curb. People have been killed while waiting for a bus stop or walking when drivers lose control of their cars and drive up onto the sidewalks. Especially with the number of large trucks and other vehicles with lift kits, it's easy for them to drive up and strike a person walking or biking. That also means that people don't feel safe walking/biking, and choose to drive instead, increasing pollution, noise, and carbon emissions.	By bringing the I-35 corridor up to current interstate design standards, the Mobility35 team can increase safety in the corridor for all users.				
131	Stephanie Scholten	10/31/2019	VOH Comment	Bicycle/Pedestrian Safety Support for Tolled Lanes	I disagree with this project: *intensifying the amount of polluting high-speed traffic through the middle of a city is highly inappropriate because it is at odds with pedestrians, cyclists, health, and connected walkable communities. *Current frontage roads are unsafe for pedestrians and bicycles—any new/redesigned frontage roads should be designed for 30 mph (or lower) traffic. *As a person who primarily walks and bikes, there should be NO slip lanes like on Slaughter—they are dangerous to pedestrians and cyclists and discourage that type of mobility through fear. *Any ped/bike crossings should be raised and include other safety features recommended in NACTO specifications to slow down cars and make people the priority. *All bike lanes need to be fully protected and comfortably designed for all ages from children to elderly.	By bringing the I-35 corridor up to current interstate design standards, the Mobility35 team can increase safety in the corridor for all users. TxDOT is currently operating in a non-tolled environment for				
				Support for Tolled Lanes	*That being said, any new lanes should be dynamically-priced toll lanes to discourage induced-demand driving. E18	new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.				

92	Mary Pustejovsky	11/8/2019	VOH Comment	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.	This comment addresses an issue that is outside of the limits of this environmental document.
				Traffic & Transit	I also oppose all projects that seek to increase driving. We need transit, biking, and walking to reduce our CO2 emissions. This project does nothing to decrease that, and only increases VMT.	Managed HOV lanes will be accessible by transit vehicles. Separate continuous shared-use paths are being added along the outside of each frontage road.
74	Kelsey Nunez	11/1/2019	VOH Comment	Bicycle/Pedestrian Safety	*All bike lanes along frontage roads should be fully protected	The Capital South project would enhance bicycle and pedestrian options, including adding shared-use paths on the north and south sides of the corridor where sufficient right of way exists, improving east-west connections for existing roadway crossings, adding pedestrian signals at all intersections and ensuring pathways are compliant with the Americans with Disabilities Act (ADA).
				Support for Tolled Lanes	*I feel strongly that new lanes should be variable tolled.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
				Design	*there needs to be a reduction in the number of exits/entrances.	It is anticipated that by bringing the I-35 corridor up to current interstate design standards, safety would be increased for all users.
84	Liza Wimberley	10/31/2019	VOH Comment	Bicycle/Pedestrian Access	*all pedestrian/bike crossing should be raised and include other safety design tools per NACTO specifications *all bike lanes should be fully protected *no slip-lanes, they're too dangerous to pedestrians and cyclists	The Capital South project would enhance bicycle and pedestrian options, including adding shared-use paths on the north and south sides of the corridor where sufficient right of way exists, improving east-west connections for existing roadway crossings, adding pedestrian signals at all intersections and ensuring pathways are compliant with the Americans with Disabilities Act (ADA). By bringing the l-35 corridor up to current interstate design standards, the Mobility35 team can increase safety in the corridor for all users.
				Support for Tolled Lanes	any new lanes should be variable priced toll lanes	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
				Design	*frontage road design speed should be 30 mph or lower *reduce the number of entrances and exits *no slip-lanes, they're too dangerous to pedestrians and cyclists	Entrances and exits are located to provide the optimal benefit to the entire corridor. Intersection improvements will include smart right turns where feasible to replace conventional slip-lane configurations.
				Environmental	No more climate-destroying, sprawl-inducing, neighborhood-separating, roads and highways	Comment noted.

53	Heyden Walker 10/31/2019	VOH Comment	Bicycle/Pedestrian Safety	*Stop putting humans, people walking or riding bikes, in clear zones *all pedestrian/bike crossing should be raised and include other safety design tools per NACTO specifications *all bike lanes should be fully protected *no slip-lanes, they're too dangerous to pedestrians and cyclists	Separate and continuous shared-use-paths will be provided along the project for pedestrian and bicyclist mobility Intersection improvements will include smart right turns where feasible to replace conventional slip-lane configurations.	
				Support for Tolled Lanes	*any new lanes should be variable priced toll lanes	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
				Design	*frontage road design speed should be 30 mph or lower *reduce the number of entrances and exits *no slip-lanes, they're too dangerous to pedestrians and cyclists	It is anticipated that by bringing the I-35 corridor up to current interstate design standards, safety would be increased for all users.
27	Chris Wojtewicz	10/31/2019	VOH Comment	Bicycle/Pedestrian Access	all pedestrian/bike crossing should be raised and include other safety design tools per NACTO specifications -all bike lanes should be fully protected -no slip-lanes, they're too dangerous to pedestrians and cyclists	The Capital Express South project would enhance bicycle and pedestrian options. This includes adding shared-use paths on the north and south sides of the corridor where sufficient right of way exists, improving east-west connections for existing roadway crossings, adding pedestrian signals at all intersections and ensuring pathways are compliant with the Americans with Disabilities Act (ADA). By bringing the I-35 corridor up to current interstate design standards, the Mobility35 team can increase safety in the corridor for all users, including pedestrians and bicyclists.
				Support for Tolled Lanes	any new lanes should be variable priced toll lanes	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
				Design	frontage road design speed should be 30 mph or lower reduce the number of entrances and exits -no slip-lanes, they're too dangerous to pedestrians and cyclists	Speed limits are set on TxDOT highways by the Texas Transportation Commission, considering design speed of the facility and the results of a traffic study.
				Environmental	No more climate-destroying, sprawl-inducing, neighborhood-separating, roads	Three of the goals of the Mobility35 program are to: manage traffic better, improve east/west connectivity and improve compatibility with neighborhoods. Improvements proposed as part of this project will help to meet these goals.

	CONNECTIVITY										
127	Scott	11/1/2019	VOH Comment	Connectivity	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 addresses issues that are outside of the limits of this environmental document.					
					ENVIRONMENTAL IMPACTS						
34	Dan Keshet	10/31/2019	VOH Comment	Environmental Impact of New Roads	Adding more lanes to I-35 will do more to devastate Texas' natural environment than anything else you could imagine a government rationalizing is "acceptable." It's not just about the land taken for I-35 ROW: it's about the millions of new, polluting car trips taken to land that's currently nature. It's about the hundreds of thousands of new homes set up in places far from current human habitation. No new lanes!	Improvements to I-35 proposed as a part of Capital Express South are designed to accommodate future growth within the region and considers induced demand.					
52	Henry A Long	10/31/2019	VOH Comment	Environmental	A highway expansion will not solve the congestion on I-35. In all likelihood, it will worsen the problem. Furthermore, it will induce new demand for driving, wrecking the planet and ruining the health of everyone who lives near I-35. This project will make the world measurably worse, and it is absurd to spend billions on it.	Improvements to I-35 proposed as a part of Capital Express South are designed to accommodate future growth within the region and considers induced demand.					
100	Michael Fossum	11/1/2019	VOH Comment	Environmental	Preserve as many protected and heritage size trees as possible without impacting their root zones. That is trees 19" or larger (protected) and 24" or larger (heritage). If you preserve protected or heritage trees, protect 1/2 of the critical root zone with fencing, 3/4 of the root zone if possible for heritage trees. Fencing should not be removed by contractor. Impacts in the root zone include soil compaction from driving machinery, digging to remove pipes, trenching to install pipes, regrading, adding soil, storing equipment, parking vehicles, etc. Include penalties to contractor for damaging preserved trees. Design sidewalks and multi use paths to be 3 ft away from trunks, winding around trees if needed. When not possible to avoid the 1/2 critical root zone for sidewalks or multi use paths, dig carefully with shovels and do not cut any root larger than 2" without a certified arborist present. Use the sand technique that the city of Austin uses in these cases, building the sidewalk or multi use path above 2 inches of sand without digging for the portion in the 1/2 critical root zone.	Environmental studies will address potential impacts to the human and natural environment, and will include assessments of natural resources, such as heritage trees.					

					(continued)	
					Don't leave roots exposed. Don't pile up soil, dirt, rocks, mulch against trunk. Don't cover critical root zone with mulch deeper than 3 inches. Don't regrade critical root zone unless absolutely necessary.	
					Follow TX dot guidelines for care of large trees that were used for the 183 project, gateway oaks.	
101	Michael Fossum (Austin Tree Foundation)	11/1/2019	Email	Environmental	Please include the following comments in the official record for the south ih35 project. Preserve as many protected and heritage size trees as possible without impacting their root zones. That is trees 19" or larger (protected) and 24" or larger (heritage). If you preserve protected or heritage trees, protect 1/2 of the critical root zone with fencing, 3/4 of the root zone if possible for heritage trees. Fencing should not be removed by contractor. Impacts in the root zone include soil compaction from driving machinery, digging to remove pipes, trenching to install pipes, regrading, adding soil, storing equipment, parking vehicles, etc. Include penalties to contractor for damaging preserved trees. Design sidewalks and multi use paths to be 3 ft away from trunks, winding around trees if needed. When not possible to avoid the 1/2 critical root zone for sidewalks or multi use paths, dig carefully with shovels and do not cut any root larger than 2" without a certified arborist present. Use the sand technique that the city of Austin uses in these cases, building the sidewalk or multi use path above 2 inches of sand without digging for the portion in the 1/2 critical root zone. Don't leave roots exposed. Don't pile up soil, dirt, rocks, mulch against trunk. Don't cover critical root zone with mulch deeper than 3 inches. Don't regrade critical root zone unless absolutely necessary. Follow TX dot guidelines for care of large trees that were used for the 183 project, gateway oaks.	Environmental studies will address potential impacts to the human and natural environment, and will include assessments of natural resources, such as heritage trees.
					TRUCK TRAFFIC	
40	Deborah Ormerod	11/1/2019	VOH Comment	Truck Traffic	TRUCK TRAFFIC A major improvement would be to get the 18 wheelers off 35. I go 10 exits and counted 118 18 wheelers on one trip We need all the lanes for cars. nothing else.	By bringing the I-35 corridor up to current interstate design standards, the Mobility35 Program can increase safety and reduce congestion in the corridor for all users including 18 wheelers.

					ACCESS	
114	Rafael Murray	10/17/2019	Court Reporter	Access	I just wanted to comment about the current conditions of Slaughter Creek Overpass in that the light timing and the flow of traffic is off currently. Only about four or five cars are able to go through that intersection coming northbound on the access road, crossing over Slaughter Creek Overpass, headed southbound. Oftentimes, people are left in the middle of – or leave themselves in the middle of the intersection because of that. As well, the way the lanes are separated on top of the overpass, the turn lanes kind of – people tend to merge over and cross over them because part of the problem with traffic on that overpass is that most people are turning left, not going straight into the apartment complex, and so the traffic backs up immediately while the right-hand lane is empty. That's about it.	This comment addresses an issue that is outside of the limits of this environmental document.
117	Ramirez	10/17/2019	Comment Form	Access	Please reconsider having a managed lane exit for people who exit for FM 1626. At this time the managed lanes do not benefit me. There is a significant amount of traffic currently using FM 1626 & the number will only increase as there is more proposed development along FM 1626 including medical offices.	Reducing entrances/exits would put more traffic through the intersections. Where space is allowed (i.e., Wells Branch Parkway and Parmer Lane), a intersection bypass lane is being proposed to reduce vehicles at those intersections. A detailed traffic analysis is being conducted to determine the locations of entrance/exit ramps and weave lengths.
					NOISE	
45	Ellen Ruth Sullivan	10/24/2019	VOH Comment	Noise	My home is just west of S 1st at 1626; traffic noise is already a concern, particularly when weather is favorable for noise to travel and bounce. It is quite noticeable, particularly on the second floor, when the windows are open. While I would probably benefit from this change in terms of transportation, I feel that noise will only get worse. And since the noise is primarily from tires on the road, even the advent of electric cars won't really remedy it. This will be even more noticeable for the many homes being built along the highway. And there are studies showing that this noise is harmful. I suggest dense planting of native trees along the highway where possible. Even one line of trees will help somewhat; irregular, soft material helps muffle sound the best.	A noise analysis is being conducted for the project in accordance with TxDOT's (FHWA approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011). If it is determined that noise impacts occur to adjacent noise receivers, a noise barrier analysis would be conducted. If a barrier is determined to be feasible and reasonable at abating traffic noise, then a barrier is proposed for incorporation into the project. The decision to build proposed noise barriers is based on a utility evaluation and polling of adjacent property owners.

					PROJECT LIMITS	
46	Everardo	10/19/2019	VOH Comment	Project Limits	Why is this only from onion creek to Ben white? While this would put a band aid on the traffic. As someone that drive from kyle to north Austin, it would be better if this would expand to at least Buda. What about Oltorf to 15 street. This part of the highway is also always congested everyday. Also, why is there no improvement on onion creek frontage road. There is still a stop sign, why not add more lanes and a traffic light there.	Capital Express South limits based on logical termini at SH71 and SH45 SE. Transitional areas extending south of SH45SE into Kyle and Buda may be considered as a part of a separate, future project. With regards to Oltorf Street and 15th street, this comment addresses an issue that is outside of the limits of this environmental document. A detailed traffic analysis is being conducted to determine the locations of intersection improvements.
					INDUCED DEMAND	
94	Matt Desloge	10/31/2019	VOH Comment	Induced Demand	don't expand it, just maintain it - the price of capacity is way too high. Induced demand is real. maybe look at ways of increasing the number of people that travel, not the number of vehicles?	TxDOT does not and cannot monitor or manage induced travel demand. We collect multiple types of traffic data including traffic counts, but that data does not include individual traveler choices such as the purpose of the trip or choice of a route. The relationship between increases in highway capacity and traffic is very complex, involving various travel behavior responses, residential and business location decisions, and changes in regional population and economic growth. The population and economic growth are driven by land use, zoning, and development approval processes that are managed by local agencies (cities, counties, etc.), not TxDOT.

B. NOTICES

Display Ads

Newspaper	Run Dates
Community Impact – Southwest Austin /	9/23/19
Dripping Springs	
El Mundo**	9/26/19
The Austin Chronicle	9/27/19
Austin American-Statesman	10/2/19

^{**} appeared in Spanish



State of Texas County of Travis

BEFORE ME, the undersigned authority, on this day personally appeared Jessica White, who being duly sworn on her oath stated as follows:

My name is Jessica White. I certify that I am an employee of the publishers of Community Impact Newspaper. I certify that the attached ads were published in the Community Impact Newspaper Southwest Austin Dripping Springs edition on September 23, 2019 at the cost of \$1,140.00 per ad.

I certify that the attached tear sheet is a true and accurate copy of the publications as they appeared in the Community Impact Newspaper on the above-specified date.

SUBSCRIBED AND SWORN TO BEFORE ME on this 24 date of Supermore, 2019, to certify which witness my hand and official seal.

Employee, Community Impact Newspaper

Notary, State of Texas

(seal)

LAUREN ELIZABETH BROWN Notary Public, State of Texas My Commission Expires October 14, 2019



MOBILITY35 CAPITAL EXPRESS SOUTH OPEN HOUSE

Join us for an open house to learn more about the Mobility35 Capital Express South project in Travis County. Team members will be on hand to answer questions and provide information.

The purpose of the Mobility35 Capital Express South project is to improve mobility and safety for all users of I-35 while minimizing right-of-way community and environmental impacts, and to provide a reliable travel time for cars and bus transit using the non-tolled managed lanes. The proposed improvements include:

- Adding non-tolled managed lanes in each direction
- · Improving bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings
- · Addressing safety and mobility improvements proposed under the Mobility35 program that are not included in a series of stand-alone projects between SH 71 and SH 45 Southeast

THURSDAY, OCT, 17, 2019 5:30 - 7:30 p.m. Akins High School Cafeteria

10701 S. 1st Street Austin, TX 78748



Public comments on the project may be submitted at the open house, by mail, email, fax or online at www.mobilitv35openhouse.com starting Oct. 17.

EMAIL: info@mobility35.org FAX: (512) 832-7157

MAIL: David Hawley, P.E., TxDOT Austin District, P.O. Box 15426, Austin, TX 78761-5426

Comments received between Oct. 17 and Nov. 1, 2019 will be included in the official record.

Persons interested in attending the open house requiring special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact Mitzi Ellison at (512) 761-2711 or Mitzi@nancyledbetter.com at least two days prior to the open house. Every reasonable effort will be made to accommodate these needs.

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 Dec. 16, 2014, and executed by FHWA and TxDOT.



YOUR FAMILY. OUR TEAM. GOOD HEALTH.



Southwest Pkwy.

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(360)

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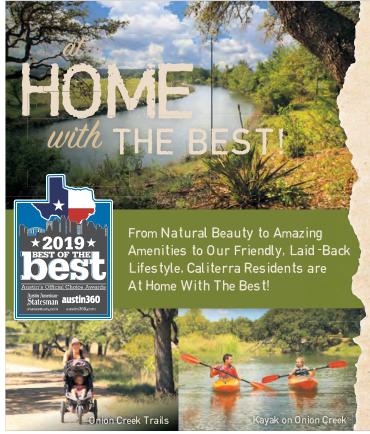
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- **3** Westlake 912 S Capital of Texas Hwy, Ste 100 Austin, Texas 78746 (512) 306-8360
- Southwest Medical Village 5625 Eiger Rd, Ste 200 Austin Texas 78735 (512) 892-7076
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For more information visit www.pfpdocs.com



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42

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AFFIDAVIT OF PUBLICATION

STATE OF TEXAS §	
COUNTY OF TRAVIS	§
Before me, the undersigned authority	, on this day personally appeared
Irma B. Portuondo (Name of newspaper representative)	, who being by me duly sworn,
Deposes and says that (s) he is the:	Traffic Manager (Title of newspaper representative)
Of the El Mundo Newspaper (name of newspaper) Circulated in Travis County, Texas	; that said newspaper is generally
That the publication for Texas De in said newspaper on September	partment of Transportation was published 26, 2019.
	(Newspaper representative's signature)
Subscribed and sworn to before me certify which witness my hand and so	e this the <u>276</u> day of <u>September 2019</u> to eal of office.
(Seal) Nota	ary Public in and for the State of Texas
Expires July 1, 2021	or Type Name of Notary Public
Му	Commission Expires <u>07/01/2021</u>









Saludy ritmo Clinica DACA Reunión con autoridade CONSULADO MEXICANO UNIV. CATHOLIC CENTER CENTENNIAL PLAZA

Colorido festival





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IGLESIA PALMVALLEY TWIN OAKS LIBRARY







Jamaica en Santa Julia

Málsica, comida y juegos son tres de los principales atractivos de la Jamaica Anual de la Iglesia Santa Julia, que eclebraria esta fiesta co-celebraria esta fiesta concelebraria esta fiesta comunidad disfortaria de juegos para niños y adultos, concursos y sorteos con premios como biedetas, tabelesa y tarjetas de claimos para de la diversión parte de la diversión pedicosos platiflos y antique de la diversión. Deliciosos platiflos y antique de la diversión. Deliciosos platiflos y antique de la diversión pedicos esta de la diversión. Deliciosos platiflos y antique de la diversión de l

en Round Rock

I viernes 4 y sábado 5 de octubre, el estadio Dell Diamond retunirá a decensa de artistas, aficionados y familias del Centro de Texas para celebrar una vez más el Chalk Walk, un evento familias del Centro de Texas para celebrar una vez más el Chalk Walk, un evento familias del carriar rienda suelta a su creatividad y podrán crear coloridos dibujos y formas junto a artistas expertos. Juegos, paseos en trenes, pintura de comida complementan la agenda. El viernes 6 de octubre las familias podrán participar en actividades de Spin. a 1 Ipm, mientras el sábado la diversión comientados de comida comienta de comida de comida comienta de comida comienta de comida comienta de com za a las 9am. y se extiende hasta las 11pm. EMN







3400 E. Palm Valley Blvd. en Round Rock (TX 78665)

Celebrando el otoño en Pflugerville

El Heritago House Mu-seum de Pfisgorille invita a las familias del Centro de Tesas asu gran festiva de oto-no el domingo 6 de octubre, de Ipm. a 4pm. Grandes y chi-cos podrán distruar de juegos y actividades al aire libre, par-ticipar en concursos y talleres de artesanías. Pintura de cari-

tas, paseos por el museo, mú-sica en vivo y venta de comida serán parte de la agenda. La entrada es gratuita. EMN









Diversión entre coches y camiones

Camines de bomberos, patrullas de polícias,
tractores de campo: sus
hijos han visto estos coches en la televisión y en
la Internet, pero ahora podrán conocerlos en vivo,
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en ellos gracias al Touch-ausa al Camp Mabry para que
los niños y niñas del Centro
de Texas tengan la oportunidad de aprender sobre
los coches y cómo sirven a
la comunidad, además pasar un día entretenido.
Este año, el Touch-aTruck tendrá una zona de
juegos, zoológico de contacto, paseos en tren, pintura de caritas y entretenimiento familiar. Y por si
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SAFE, que apoya a las víc-timas de violencia.





2200 W. 35th St. en Austin (TX 78731)

El Touch-a-Truck ten-drá lugar el sábado 28 de septiembre, de 10am. a 3pm. Los boletos tienen un costo de \$10 por adulto, \$5 para chicos y los niños menores de un año entran gratis. EMN

Domingo familiar en el museo

Cada primer domingo del mes, el Bullock Texas State History Museum clades sobre el espacio, los State History Museum clades sobre el espacio, los James del marco del mes de la Tierra. Lecurado el del Tierra de la Tierra de la Cambinación del mesta de la Cambinación de exposiciones de arte, exhibiciones de objetos históricos y mucho más.

Este mes están progra-







3010 Lyons Rd. en Austin (TX 78702)

REUNIÓN PÚBLICA DEL PROYECTO **MOBILITY35 CAPITAL EXPRESS SUR**

Acompáñenos para una reunión pública con el motivo de aprender más sobre el proyecto Mobility35 Capital Express Sur en el condado de Travis. Nuestro personal estará a su disposición para contestar preguntas y proporcionar información.

El propósito del proyecto Mobility35 Capital Express Sur es mejorar la movilidad y la seguridad para todos los usuarios de la autopista I-35 al mismo tiempo reducir al mínimo el derecho de vía e impactos ambientales y comunitarios, y proporciona tiempos da visia confiables para los carros e tiempos de viaje confiables para los carros y autobuses en tránsito que usan las autopistas libres, sin cuota. Las mejoras propuestas incluven:

- Añadir carriles libres de cuota en cada
- Mejorar los pasos de bicicletas y peatones a lo largo de la lateral de la autopista I-35 y en los cruceros al este y oeste.
- Atender las meioras de seguridad v Atender las mejoras de seguridad y movilidad propuestas e nel marco del programa de Mobility35 que no están incluidas en una serie de proyectos específicos entre la SH 71 y la SH 45 Sureste.

JUEVES OCTUBRE 17, 2019 5:30 - 7:30 p.m. Akins High School Cafeteria 10701 S. 1st Street Austin, TX 78748



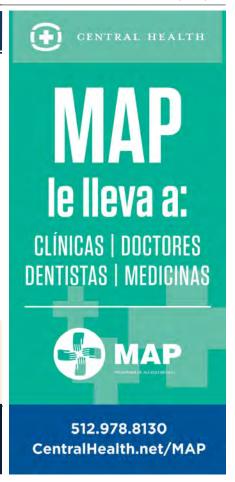
m\bility \vec{w}

Los comentarios públicos sobre el proyecto pueden ser enviados a la reunión pública mediante correo postal, correo electrónico, fax o en línea en la página www.mobility35openhouse.com comenzando el 17 de octubre.

Correo electrónico: info@mobility35.org FAX: (512) 832-7157

Correo: David Hawley, P.E., TxDOT Austin District, P.O. Box 15426, Austin, TX 78761-5426

Los comentarios recibidos entre el 17 de octubre y el primero de noviembre de 2019 serán incluidos en el registro oficial.



PUBLISHER'S AFFIDAVIT

I solemnly swear that the attached ad was published on the following date(s):

September 27, 2019

In *The Austin Chronicle*, a newspaper published in Austin, Travis County, Texas, and of general circulation in Travis County, Texas, and Williamson County, Texas, for service of citation or notice publication, and the date(s) of said newspaper bore in which the notice was published correspond to the following issue numbers:

Vol. 39 No. 4

A copy of the ad(s) as published, clipped from the newspaper, is (are) attached hereto.

Zachary Pearce

The Austin Chronicle

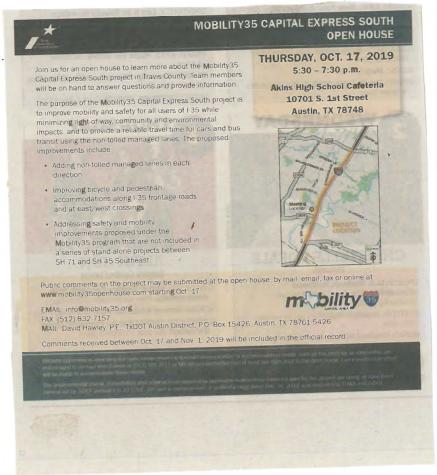
STATE OF TEXAS COUNTY OF TRAVIS

Sworn to and subscribed before me this 29th day of October, 2019.

Notary Public (signature)

State of Texas





all the candidates are ready to do."

O'Rourke can have an immediate impact now in a race like Markowitz's, just as his efforts reverberated all the way down to the constable races across Texas in 2013, even though his organization remains distinctly separate from that of the Texas Democratic Party or the other big Blue Texas players (Battleground Texas, Progress Texas, Indivisible). "Beto built this massive infrastructure, but it wasn't just him," says Progress Texas' Ed Espinoza, "Campaigns come and go, but we're here for the long haul, which is an example of the growing movement and momentum in Texas."

In Katy, people are not ashamed to be drinking No Label beer before noon as they listen to O'Rourke give a more locally tuned version of his own stump speech in support of Markowitz. While the national commentary focuses on the distance between Woke Beto's embrace of pinko positions like mandatory buyback, reparations, and marijuana reform (the issue that propelled him beyond the El Paso City Council) and the purpler pitch deemed essential for candidates like Markowitz in districts like HD 28, the folks on the ground here take it all in with equal enthusiasm. Living wages for teachers! Racial reconciliation! \$15 minimum wage! All-out embrace of renewable energy and

Join us for an open house to learn more about the Mobility 35

Capital Express South project in Travis County. Team members will be on hand to answer questions and provide information.

The purpose of the Mobility35 Capital Express South project is

Public comments on the project may be submitted at the open house, by mail,

MAIL: David Hawley, P.E., TxDOT Austin District, P.O. Box 15426, Austin, TX 78761-5426 nts received between Oct. 17 and Nov. 1, 2019 will be included in the official record

to improve mobility and safety for all users of I-35 while

minimizing right-of-way community and environmental impacts, and to provide a reliable travel time for cars and bus transit using the non-tolled managed lanes. The proposed

· Adding non-tolled managed lanes in each · Improving bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings · Addressing safety and mobility improvements proposed under the Mobility35 program that are not included in a series of stand-alone projects between

SH 71 and SH 45 Southeast

EMAIL: info@mobility35.org FAX: (512) 832-7157

www.mobility35openhouse.com starting Oct. 17.

improvements include

land conservation to combat climate change (This is Katy, remember.) Take the guns ("What if we said we were going to buck that was with a B - the NRA?" Beto asked the crowd. We see what he did there.) End gender- and race-based pay gaps! Defend women's bodily autonomy! (This actually gets the biggest cheers.) Here on the ground it all sounds equally mainstream.

Is it mainstream to the Republican voters in the subdivisions across the train tracks from the brewery, or will they tribally retreat into an orthodoxy that even Lt. Gov. Dan Patrick, the most tribally craven man in Texas politics, sees value in flouting at the moment? Beto tells the reporters a urinal story - it may be real, but every male cardidate seems to have one, and campaigns get flexible - about a gentleman next to him at the facilities here in Katy earlier that morning, saying, "I'm a Republican, voted Republican, raised a lot of money for Republicans, but you're absolutely right on guns and somebody had to say or do something.' So I reject the premise that it's going to alienate Republicans and independents. People just want to do the right thing."

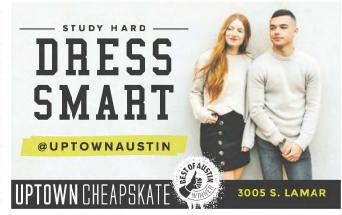
We'll report live from TribFest, and, in next week's issue, on how the prospect of a blue bomb going off in Texas in 2020 is changing the national conversation - and what that means for those of us who live here.

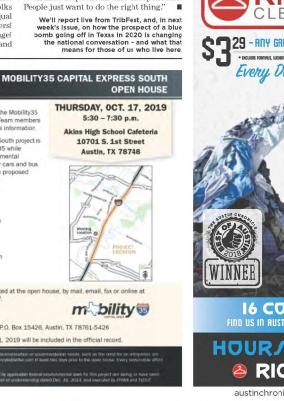
5:30 - 7:30 p.m.

10701 S. 1st Street

Austin, TX 78748

m bility 1







I-35 Capital Express South Open House

Austin American-Statesman

PROOF OF PUBLICATION STATE OF TEXAS COUNTY OF TRAVIS

Order # 0000517695-01

Acct. # 30243

Acct Name: Nancy Ledbetter & Assoc.

Before the undersigned authority personally appeare Wendy Udave, who on oath says that he/she is an Advertising Agent of the *Austin American-Statesman*, a daily published newspaper that is generally circulated in Bastrop, Bell, Blanco, Brazos, Burleson, Burnet, Caldwell, Colorado, Comal, Coryell, Fayette, Gillespie, Gonzales, Guadalupe, Hays, Kerr, Lampasas, Lee, Llano, Milam, Nueces, San Saba, Travis, Washington and Williamson Counties, and State of Texas, and that the attached advertisement was published in said newspaper, to wit:

Print

First Published: 10/02/2019

Last Published: 10/02/2019

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Signed

(Advertising Agent)

Sworn or affirmed to, and subscribed before me, this 2^m day of 1000 2010 in Testimony whereof, I have hereunto set my hand and affixed my official seal, the day and year aforesaid.

Signed

(Notary)

Lizard protections sought amid oil boom

By Susan Montoya Bryan

A small lizard found among the dunes straddling New Mexico and West Texas in one of the nation's richest in basins is at the center of a legal complaint filed Tuesday.

Environmentalists want the U.S. government to add the lizard to the endangered species list as part of a fight that stretches back to the Bush and Obama administra-tions and could affect part of

tions and could affect part of the multibilion-dollar energy industry in the Permian Basin. The Center for Biological Diversity and Defenders of Wildlife filed the complaint in federal court in Washington. It follows a listing petition that the groups submitted in May 2018.

The U.S. Fish and Wildlife

The U.S. Fish and Wildlife Service had 90 days to con-sider the petition and initiate a review of the species if nec-ssary, but the groups say the agency failed to take action. The complaint claims more than 2.5 square miles of the lizard's shabita was destroyed in the 18 months prior to the filing of the petition. The groups say the need for list-ing is urgent as drilling and development continue in the region.

region.

"It's past time for the
Trump administration to Trump administration to listen to the science and take the necessary steps to protect this rare species," said Jason Rylander, an attorney with Defenders of Wildlife.

Fish and Wildlife spokes-woman Beth Ullenberg said woman Beth Ullenberg said the agency would not comment on the pendinglitigation but it is working with partners toward "an outcome that is protective of the dunes sagebrush lizard as well as providing regulatory certainty and continued economic growth in the region."

The lizard is native to a small area of West Texas and southeastern New Mexico. It's



found only in sand dune com-plexes that have shinnery oak. Federal biologists have said the primary threat to the lizard is oil and gas devel-opment near the dunes and oak removal stemming from the need for more forage for

the need of our more forage for a grading grading.

The Center for Biological Diversity first petitioned for the lizard's protection in 2002, resulting in a 200 in finding by federal wildlife managers that the species warranted protection because of threats from drilling and habitat destruction.

That prompted an outcry from some members of Congress and communities in both states that rely on oil and gas development for jobs.

Congress and communities in both states that rely on oil and gas development for jobs and tax revenue. Several GOP congressional members sent a letter to Obama administration officials asking to delay a final decision. In 2012, federal officials decided not to bestowendangered species protections on the reptile. Then-U.S. Interior Secretary Ken Salzaar said at the time that the much-anti-ipsted decision over the lizard was based on the "best available science" and because of voluntary conservation agreements in place in New Mexico and Texas.

Some elected officials had hoped the compromise could signal a shift in the way the government deals with plants and animals awaiting federal

and animals awaring rederal protections. U.S. Sen. Tom Udall was among them. The New Mexico Democrat said at the timethat such agreements had

time that such as east at the time that such as dependents had potential.

As oilfield technology advanced, the environmental groups say the conservation plans didn't go far enough to address threats from the evolving industry.

They say it's not clear whether a new plan being developed by the Fish and Wildlife Service will be adequate to protect the species. Industry officials defended their plans of the protection of the

and millions of dollars on con-servation projects.

"In our operations, we are always looking to improve our processes and their out-comes. Improvements to conservation efforts are no different," said Ben Shepperd, president of the Permian Basin Petroleum Association. "We don't agree with the mischar-acterization of facts made by anti-energy erous and won!" anti-energy groups and won't allow them to discourage these protection efforts."

Lyft pilot program improves clinic access

Central Health says missed appointments have dropped 25%

By Mary Huber

Elton Cobbs hopped in a Lyft rehicle to visit a doctor to get a

breathing tank.

Cobbs, 79, lives downtown and usually takes the bus. He and usuany takes the bus. He has family in the area, but he says most days he "gets around on his own." Tuesday morning, the CommUnityCare Southeast Health & Wellness Center on Montopolis Drive sent a ride-hailing service vehicle to pick

Montopolis Drive sent a ride-hailing service vehicle to pick himup.

"It felt good," Cobbs said Tuesday, after visiting the doctor. "Iwill use it all the time if I can."

Since January, Central Health has been offering Lyft rides to patients visiting the Montopolis Drive clinic, as part of a pilot program to address transpor-tation shortcomings that often are obstacles for people to make it to appointments.

About a third of patients are no-shows to the clinic, pro-gram director Elizabeth Marrero said, but the pilot program has resulted in a 25% drop in missed appointments.

"Alot of people are saying the reason they couldn't come to heir appointments was because their ride couldn't bring them, the bus wasn't comingyet, they hearen't feeling well and didn't want to wait outside," Marrero said.

"To combat those problems

said. To combat those problems, Central Health officials started Central Health officials started the Lyft pilot, first offering shuttle pickup in hard-to-reach areas like Hornsby Bend and Del Valle that don't have bus serice. But since the pickup spots were in rural areas, Marrero said it remained difficult for people to get there. So a few weeks into the pilot effort, they began offering door-to-door pickup. Now, the clinic sets up about 25 rides a day for patients, at an average of \$15 per ride.

average of \$15 per ride. Staff have access to a special

Getting a ride

ro catcn a ride, call CommUnityCare Southeast Health & Wellness Center's transportation line at 512-978-8576 or call United Way for Greater Austin at 211. To catch a ride, call

Lyft desktop portal, where they can set a pickup location and pay from a single account. They get a discount rate and don't have

a discount rate and don't have topa surge pricing, when there aren't enough drivers around. When patients call to set up an appointment, staffers will ask if they need transportation and then offer to send a Lyft vehicle at no cost. Anyone visiting the clinic, including those coming for Zumba or cooking courses, canuse the service. In the past nine months, Central Health said the clinic has offered more than 2.400 free

In the past nine months, Central Health said the clinic has offered more than 2,400 free rides to 400 patients. Monthly visits for patients with chronic conditions also have doubled, the health care district said. Central Health, which offers health care services to low-income Travis County residents, allocated \$50,000 to he program ints first year and recently extended it to the end of October. Central Health leaders are hoping to make it a permanent program, offering rides to more clinics in Austin. C on m unity C are Collaborative, Central Health's partnership with Seton Healthcare, also will look at data over the long term to determine

over the long term to determine if having access to the transpor-tation results in better health outcomes.
At least one patient says it

At least one patient says it has.
Webberville resident Mary
Johnson said before the Lyft
program, she missed several
appointments because she
couldn't get to the clinic.
"Now, Imake all my appointments," Johnson said. "My
health has gotten a lot better.
My blood pressure's dropping,
and my diabetes is getting
better."





MOBILITY35 CAPITAL EXPRESS SOUTH **OPEN HOUSE**

Join us for an open house to learn more about the Mobility35 Capital Express South project in Travis County, Team members will be on hand to answer guestions and provide information.

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- · Improving bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings
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THURSDAY OCT. 17, 2019 5:30 - 7:30 p.m. Akins High School Cafeteria 10701 S. 1st Street

Austin, TX 78748



Public comments on the project may be submitted at the open house, by mail, email, fax or online at www.mobility35openhouse.com starting Oct. 17.

EMAIL: info@mobility35.org FAX: (512) 832-7157

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EMPIRE INC. (512) 832-7157

MAIL: David Hawley, P.E., TXDOT Austin District, P.O. Box 15426, Austin, TX

Comments received between Oct. 17 and Nov. 1, 2019 will be included in the

Elected Official Letter



P.O. Box 15426, AUSTIN, TEXAS 78761-5426 | 512.832.7001 | WWW.TXDOT.GOV

Sept. 16, 2019

Honorable as appropriate First Name Last Name Title Entity Address City, Texas Zip Code

RE: Open House for Mobility35 Capital Express South Project, CSJ: 0015-13-077, 0016-01-113

Dear Title Last Name:

You are cordially invited to attend an open house for the Mobility35 Capital Express South Project*. This project proposes to add two non-tolled managed lanes in each direction on I-35, from SH 71 (Ben White Boulevard) to SH 45 Southeast. The open house will allow the public the opportunity to review and comment on the project, which is part of the Mobility35 program.

The open house will be held Thursday, Oct. 17, 2019 at Akins High School, located at 10701 South 1st Street in Austin. Maps, drawings and other project information will be on display from 5:30 to 7:30 p.m. The meeting will be an open house format with no formal presentation, so the public may come and go at their convenience. Project staff will be available to answer questions.

Those unable to attend the open house in person may review the displays at www.mobility35openhouse.com between Oct.17 and Nov. 1, 2019. Please forward this notice to staff, as appropriate.

If you need additional information on the project or this event, please contact Sam Yacoub, P.E., Capital Express project manager, at (512) 832-7059 or Susan Fraser, P.E., Mobility35 program manager, at (512) 832-7280.

Sincerely,

Tucker Ferguson, P.E. Austin District Engineer

^{*} The environmental review, consultation and other actions required by applicable Federal environmental laws for this project is being, or has been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated Dec. 16, 2014, and executed by FHWA and TxDOT.

cc: Susan Fraser, P.E., Mobility35 Program Manager, Austin District, TxDOT
Sam Yacoub, P.E., Capital Express Project Manager, Austin District, TxDOT
Shelly Eason, Environmental Specialist, Austin District, TxDOT
Heather Ashley-Nguyen, P.E., Advanced Project Development Director, Austin District, TxDOT
Epigmenio Gonzalez, P.E., South Travis/Hays County Area Engineer, Austin District, TxDOT
Victor Vargas, P.E., North Travis County Area Engineer, Austin District, TxDOT
Marisabel Z. Ramthun, P.E., Transportation Planning and Development Director,
Austin District, TxDOT

Diann Hodges, Public Information Office Director, Austin District, TxDOT

CAPITAL EXPRESS SOUTH ELECTED OFFICIAL MAILING LIST

Salutation	First Name	Last Name	Title	Organization	Address 1	City	ST	Zip
Mayor	Steve	Adler	Mayor	City of Austin	PO Box 1088	Austin	TX	78767
Council Member	Natasha	Harper-Madison	Council Member, District 1	City of Austin	PO Box 1088	Austin	TX	78767
Council Member	Delia	Garza	Mayor Pro Tem, District 2	City of Austin	PO Box 1088	Austin	TX	78767
Council Member	Sabino "Pio"	Renteria	Council Member, District 3	City of Austin	PO Box 1088	Austin	TX	78767
Council Member	Gregorio "Greg"	Casar	Council Member, District 4	City of Austin	PO Box 1088	Austin	TX	78767
Council Member	Ann	Kitchen	Council Member, District 5	City of Austin	PO Box 1089	Austin	TX	78767
Council Member	Jimmy	Flannigan	Council Member, District 6	City of Austin	PO Box 1088	Austin	TX	78767
Council Member	Leslie	Pool	Council Member, District 7	City of Austin	PO Box 1088	Austin	TX	78767
Council Member	Paige	Ellis	Council Member, District 8	City of Austin	PO Box 1088	Austin	TX	78767
Council Member	Kathie	Tovo	Council Member, District 9	City of Austin	PO Box 1088	Austin	TX	78767
Council Member	Alison	Alter	Council Member, District 10	City of Austin	PO Box 1088	Austin	TX	78767
Mr.	Spencer	Cronk	City Manager	City of Austin	3701 Lake Austin Blvd	Austin	TX	78703
Mayor	George	Haehn	Mayor	City of Buda	405 E Loop Street, Bldg 100	Buda	TX	78610
Council Member	Lee	Urbanovsky	Council Member, Position 1	City of Buda	405 E Loop Street, Bldg 100	Buda	TX	78610
Council Member	Paul	Daugereau	Council Member, Position 2	City of Buda	405 E Loop Street, Bldg 100	Buda	TX	78610
Council Member	Remmy	Fallon	Council Member, Position 3	City of Buda	405 E Loop Street, Bldg 100	Buda	TX	78610
Council Member	Ray	Bryant	Council Member, Position 4	City of Buda	405 E Loop Street, Bldg 100	Buda	TX	78610
Council Member	Evan	Ture	Council Member, Position 5	City of Buda	405 E Loop Street, Bldg 100	Buda	TX	78610
Council Member	Wiley	Hopkins	Council Member, Position 6	City of Buda	405 E Loop Street, Bldg 100	Buda	TX	78610
Mayor	Travis	Mitchell	Mayor	City of Kyle	100 W. Center Street	Kyle	TX	78640
Council Member	Dex	Ellison	Council Member, Position 1	City of Kyle	100 W. Center Street	Kyle	TX	78640
Council Member	Tracy	Scheel	Council Member, Position 2	City of Kyle	100 W. Center Street	Kyle	TX	78640
Council Member	Robert	Rizo	Council Member, Position 3	City of Kyle	100 W. Center Street	Kyle	TX	78640
Council Member	Alex	Villalobos	Council Member, Position 4	City of Kyle	100 W. Center Street	Kyle	TX	78640
Council Member	Rick	Koch	Council Member, Position 5	City of Kyle	100 W. Center Street	Kyle	TX	78640
Council Member	Daphne	Tenorio	Council Member, Position 6	City of Kyle	100 W. Center Street	Kyle	TX	78640
Judge	Ruben	Becerra	County Judge	Hays County	111 E. San Antonio St., #300	San Marcos	TX	78666
Commissioner	Debbie	Ingalsbe	County Commissioner, Precinct 1	Hays County	111 E. San Antonio St., #300	San Marcos	TX	78666
Commissioner	Mark	Jones	County Commissioner, Precinct 2	Hays County	111 E. San Antonio St., #300	San Marcos	TX	78666
Commissioner	Lon	Shell	County Commissioner, Precinct 3	Hays County	111 E. San Antonio St., #300	San Marcos	TX	78666
Commissioner	Walt	Smith	County Commissioner, Precinct 4	Hays County	111 E. San Antonio St., #300	San Marcos	TX	78666
Sheriff	Gary	Cutler	Sheriff	Hays County	111 E. San Antonio St., #300	San Marcos	TX	78666
Representative	Roger	Williams	Texas House of Representatives	Texas House Disctrict 25	1005 Congress Avenue, Ste 925	Austin	TX	78735

CAPITAL EXPRESS SOUTH ELECTED OFFICIAL MAILING LIST

Salutation	First Name	Last Name	Title	Organization	Address 1	City	ST	Zip
Representative	Lloyd	Doggett	Texas House of Representatives	Texas House Disctrict 35	300 East 8th St. 7th Floor	Austin	TX	78735
Representative	Donna	Howard	Texas House of Representatives	Texas House Disctrict 48	P.O. Box 2910 E1.504	Austin	TX	78768
Representative	Chip	Roy	Texas House of Representatives	Texas House District 21	5900 Southwest Parkway, Bldg 2 Suite 201a	Austin	TX	78735
Representative	Eric	Zwiener	Texas House of Representatives	Texas House District 45	PO Box 2910	Austin	TX	78768
Representative	Sheryl	Cole	Texas House of Representatives	Texas House District 46	PO Box 2910	Austin	TX	78768
Representative	Vikki	Goodwin	Texas House of Representatives	Texas House District 47	PO Box 2910	Austin	TX	78768
Representative	Gina	Hinojosa	Texas House of Representatives	Texas House District 49	PO Box 2910	Austin	TX	78768
Senator	Kirk	Watson	Texas Senate	Texas Senate District 14	PO Box 12259	Austin	TX	78711
Senator	Judith	Zaffirini	Texas Senate	Texas Senate District 21	PO Box 12068	Austin	TX	78711
Senator	Dawn	Buckingham	Texas Senate	Texas Senate District 24	P.O. Box 12068 Capitol Station	Austin	TX	78711
Commissioner	Jeff	Travillion	County Commissioner, Precinct 1	Travis County	PO Box 1748	Austin	TX	78767
Commissioner	Brigid	Shea	County Commissioner, Precinct 2	Travis County	PO Box 1748	Austin	TX	78767
Commissioner	Gerald	Daugherty	County Commissioner, Precinct 3	Travis County	PO Box 1748	Austin	TX	78767
Commissioner	Margaret	Gomez	County Commissioner, Precinct 4	Travis County	PO Box 1748	Austin	TX	78767
Judge	Sarah	Eckhardt	County Judge	Travis County	PO Box 1748	Austin	TX	78767
Sheriff	Sally	Hernandez	Sheriff	Travis County Sheriffs Dept	PO Box 1748	Austin	TX	78767

Property Owner / Stakeholder Notification



MOBILITY35 CAPITAL EXPRESS SOUTH OPEN HOUSE

Join us for an open house to learn more about the Mobility35 Capital Express South project in Travis County. Team members will be on hand to answer questions and provide information.

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THURSDAY
OCT. 17, 2019
5:30 - 7:30 p.m.

Akins High School Cafeteria 10701 S. 1st Street Austin, TX 78748



Public comments on the project may be submitted at the open house, by mail, email, fax or online at www.mobility35openhouse.com starting Oct. 17.

EMAIL: info@mobility35.org

FAX: (512) 832-7157

MAIL: David Hawley, P.E., TxDOT Austin District, P.O. Box 15426, Austin, TX 78761-5426

Comments received between Oct. 17 and Nov. 1, 2019 will be included in the official record.

Persons interested in attending the open house requiring special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact Mitzi Ellison at (512) 761-2711 or Mitzi@nancyledbetter.com at least two days prior to the open house. Every reasonable effort will be made to accommodate these needs.

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 Dec. 16, 2014, and executed by FHWA and TxDOT.



REUNIÓN PÚBLICA DEL PROYECTO **MOBILITY35 CAPITAL EXPRESS SUR**

Acompáñenos para una reunión pública con el motivo de aprender más sobre el proyecto Mobility35 Capital Express Sur en el condado de Travis. Nuestro personal estará a su disposición para contestar preguntas y proporcionar información.

El propósito del proyecto Mobility35 Capital Express Sur es mejorar la movilidad y la seguridad para todos los usuarios de la autopista I-35 al mismo tiempo reducir al mínimo el derecho de vía e impactos ambientales y comunitarios, y proporciona tiempos de viaje confiables para los carros y autobuses en tránsito que usan las autopistas libres, sin cuota. Las mejoras propuestas incluyen:

- Añadir carriles libres de cuota en cada dirección.
- Mejorar los pasos de bicicletas y peatones a lo largo de la lateral de la autopista I-35 y en los cruceros al este y oeste.
- Atender las mejoras de seguridad y movilidad propuestas en el marco del programa de Mobility35 que no están incluidas en una serie de proyectos específicos entre la SH 71 y la SH 45 Sureste.

JUEVES OCTUBRE 17, 2019 5:30 - 7:30 p.m.

Akins High School Cafeteria 10701 S. 1st Street Austin, TX 78748



Los comentarios públicos sobre el proyecto pueden ser enviados a la reunión pública mediante correo postal, correo electrónico, fax o en línea en la página www.mobility35openhouse.com comenzando el 17 de octubre. m bility 35

Correo electrónico: info@mobility35.org

FAX: (512) 832-7157

Correo: David Hawley, P.E., TxDOT Austin District, P.O. Box 15426, Austin, TX 78761-5426

Los comentarios recibidos entre el 17 de octubre y el primero de noviembre de 2019 serán incluidos en el registro oficial.

A las personas interesadas en asistir a la reunión pública que tengan necesidades de acomodo o comunicación especiales, o que necesiten de un intérprete, se les solicita contactar a Mitzi Ellison al teléfono (512) 761-2711 o Mitzi@nancyledbetter.com al menos dos días antes de la reunión pública. Se harán todos los esfuerzos razonables para cumplir con dichas necesidades.

La revisión ambiental, consultoría, y otras acciones requeridas por leyes ambientales federales aplicables a este proyecto están siendo o han sido llevadas a cabo por TxDOT conforme a la 23 U.S.C 327 y un Memorando de Entendimiento fechado en diciembre 16, 2014 y ejecutado por la Administración Federal de Carreteras (FHWA, por sus siglas en ingles) y TxDOT.

First Name	Last Name	Title	Organization	Address 1	Address 2	City	State	Zip
Spencer	Cronk	City Manager	City of Austin			Austin	TX	78767
Joel G.	Baker	Fire Chief	City of Austin Fire Department			Austin	TX	78767
Brian	Manley	Chief of Police	City of Austin Police Department			Austin	TX	78767
Richard	Mendoza, P.E.	Director	City of Austin, Public Works Dept.			Austin	TX	78767
Robert	Spillar, P.E.	Director	City of Austin, Transportation Dept.			Austin	TX	78767
Cynthia C.	McDonald	County Executive	Travis County, TNR			Austin	TX	78767
Tony	Callaway	Chief Fire Marshal	Travis County Fire			Austin	TX	78751
Sheila	Jennings	Director, Administration	Capital Area Council of Governments			Austin	TX	78744
Andrew	Hoekzema	Interim Director of Regional Services	Capital Area Council of Governments			Austin	TX	78744
Betty	Voights	Executive Director	Capital Area Council of Governments			Austin	TX	78744
Chris	Riley	President	Bike Austin			Austin	TX	78704
Paul	Cruz	Superintendent	Austin ISD			Austin	TX	78703
Ashby	Johnson	Executive Director	CAMPO			Austin	TX	78705
Randy	Clarke	President & CEO	Capital Metropolitan Transportation Authority			Austin	TX	78702
Wade	Cooper	Chair	Capital Metropolitan Transportation Authority			Austin	TX	78702
Delia	Garza	Vice Chair	Capital Metropolitan Transportation Authority			Austin	TX	78702
David	Marsh	General Manager	CARTS			Austin	TX	78762
Mike	Heiligenstein	Executive Director	Central Texas Regional Mobility Authority			Austin	TX	78705
Bobby	Jenkins	Chairman	Central Texas Regional Mobility Authority			Austin	TX	78705
Marina Ong	Bhargava	CEO	Greater Austin Asian Chamber of Commerce			Austin	TX	78754
Tina	Cannon	Executive Director	Austin LBGT Chamber of Commerce			Austin	TX	78705
Luis A	Rodriguez	President	Greater Austin Hispanic Chamber of Commerce			Austin	TX	78731
Michael	Rollins	President	Austin Chamber of Commerce			Austin	TX	78701
			Onion Creek Homeowners Assoc			Austin	TX	78747
			Meadows at Double Creek POA			Austin	TX	78720
			Parkside at Slaughter Creek HOA			Austin	TX	78759
Mario	Cantu		South Congress Combined Neighborhood Plan			Austin	TX	78745
Rosalyn	Peterson		Parkridge Gardens			Austin	TX	78701
			10001 South IH 35 Investments L P			Austin	TX	78746
			2428 Partners L P			Addison	TX	75001
			35 South Brook K/C Ltd			Dallas	TX	75201
			35/Wcd Century South K/C Ltd			Dallas	TX	75201
			3648 LLC			Buda	TX	78610
			3648 LLC			Buda	TX	78610
			5205 Acquisitions LLC &			Austin	TX	78731
			8515 South Lp			Greenwood Village	CO	80111
			Al Sayyed Inc			Austin	TX	78703
			Amin Development Corp			Austin	TX	78744
			Apple Houston Restaurants I LLC			Dallas	TX	75240
			Auspro Enterprises Lp			Austin	TX	78711
			Austaco II Real Estate Partners Ltd			Round Rock	TX	78681
			Austin South Hotels LLC			Irving	TX	75063
			Avm-Aus Ltd			Addison	TX	75001
			Barnett Austin Realty Ltd			Austin	TX	78748
			Baylor Scott & White Health			Temple	TX	76508
			Beasley Roger Imports Inc			Austin	TX	78745
			Bes Ethos Fund X LLC Etal			Northbrook	IL	60062
			Big Diamond LLC			San Antonio	TX	78249
			Blue Elk Development LLC			Haverford	PA	19041
	1		Boyd Austin I Gsa LLC			Disharand	VA	23230
			Boya Austin i Gsa LLC			Richmond	VA	23230

First Name	Last Name	Title	Organization	Address 1	Address 2	City	State	
			Bre Rc Southpark I Tx Lp & Isa			San Diego	CA	9212
			Breckenridge Multifamily			1 Austin	TX	7874
			Brown Jack Family III			Austin	TX	7875
			Bulldog I35 South LLC			Dallas	TX	7522
			BW RRI III LLC			Houston	TX	7705
			C & J Rental Inc			Austin	TX	7876
			C F Southpark LLC			Newton	MA	0245
			Cabot-Chase Ltd			West Lake Hills	TX	7874
			Cal-Austin Ventures LLC			El Dorado Hills	TX	9576
			Calhoun Smith Distributing Company			Austin	TX	7876
			Central Austin Auto			Houston	TX	7702
			CH ATX LLC			Naples	FL	3411
			City of Austin			Austin	TX	7876
			City of Austin			Austin	TX	7876
			CI Stonegate LLC & LRE TX LLC &			Sufern	NY	1090
			Colonial Realty L P			Germantown	TN	3813
			Cowboy Hdre Lc			Beaumont	TX	777
eryl H	Crain					Austin	TX	7870
			Davis R O Properties Ltd			Austin	TX	787
			Dbg Austin Hotel Two LLC			Plano	TX	750
			Eleven Mile Hill LLC			Buda	TX	786
			Enterprise Texas Pipeline L P			Houston	TX	772
			Estancia Villas LLC			Austin	TX	787
			Firebrand Properties Lp & BNC Food Group LLC			Dallas	TX	752
			Foremost Partners Ltd			Houston	TX	770
			Fwd Property Investors Lp			Richmond	VA	232
rio P	Gonzalez					Austin	TX	787
			Greenbrier Endeavor LLC			Dallas	TX	752
			Group 1 Realty Inc			Houston	TX	770
			Gty-Epp Leasing LLC			Jericho	NY	117
			Gvs Texas Holdings I LLC			Austin	TX	787
			Hag Re Cdt LLC			Charlotte	NC	282
			Halle Properties LLC			Scottsdale	AZ	852
			Harbert Rainier Southpark Meadows LLC			Dallas	TX	752
			Haviland Lake Partners Lp			Austin	TX	787
			Hazel Rose Investments Ltd Par			Manchaca	TX	786
			HEB Grocery Company Lp			San Antonio	TX	782
			Heep Ranch Properties Ltd			Houston	TX	770
			Hfh Investments Lp			Buda	TX	786
			Hickman Charles A Trustee			Jamul	CA	919
			Holt Machinery Company			San Antonio	TX	782
			Holt Texas Ltd			San Antonio	TX	782
			Holt Texas Ltd			San Antonio	TX	782
			Home Depot Usa Inc			Atlanta	GA	303
			Housing Authority of Austin			Austin	TX	787
			Hpt Cw Properties Trust			Alpharetta	GA	300
			International Bank of Commerce			Austin	TX	78
			KAF II Development Company			Austin	TX	78
	1		Keesee Tract Partners Lp			Austin	TX	787
			King Edward IX LLC			Buda	TX	786

First Name	Last Name	Title	Organization	City	State	e Zip
			Kma Brokerage & Development Inc	Austin	TX	78757
			Knape Carl G Etal	Austin	TX	78727
			La Quinta Inns Inc	Irving	TX	75038
Sam & Frances	Lane			Center	TX	75935
			Lizard Crawl LLC	Buda	TX	78610
			Long Real Estate Holdings LLC	Austin	TX	78745
			LQ Nyl Joint Venture 1982	Irving	TX	75038
			LRF1 Stassney Heights Plaza LLC	Boston	MA	02116
			Lx-Northbluff Center L P	Austin	TX	78758
			Mcdonalds Real Estate Company	Austin	TX	78735
			Mfish LLC	Austin	TX	78702
			Mid-America Apartments Lp	Germantown	TN	38138
			Momin Golden Inc	Austin	TX	78753
			Moskowitz Martin N & Etal	Costa Mesa	CA	92627
			Munday Trust Number One	Austin	TX	78767
			Munday Trust Number One	Austin	TX	78767
			Nadg LFII Double Creek Lp	Dallas	TX	75201
			Nash Ranch Inc Etal	Austin	TX	78767
			National Retail Properties Lp	Orlando	FL	32801
			New York Hospitality Joint Venture	Austin	TX	78745
			Nhc-Tx 102 LLC	Southfield	MI	48034
			Niemann James C Trustee	Austin	TX	78701
			Niemann James C Trustee / NFP Partnership	Austin	TX	78701
			Noble Austin Apartments LIC	Tustin	CA	92782
			Nofalia Inc	Austin	TX	78759
			Oh-Nadg Lenox Springs Lp	Austin	TX	78746
	1		Onion Associates Ltd	Austin	TX	78759
			Onion Creek Apartment Partners	Santa Ana	CA	92705
			Onion Creek L C 1992	Austin	TX	78744
			Ozark Bottled Water Inc	Manchaca	TX	78652
			Patriot Entertainment LLC	Austin	TX	78744
			Peerless At Onion Creek LLC	Holland	MI	49423
			Pisces Foods LLC	Austin	TX	78703
			Protestant Episcopal Church	Houston	TX	77002
	1		Ptw Stassney LLC	Nokomis	FL	34275
			R Louis Investments Lp	Austin	TX	78715
			Rare Hospitality Intl Inc	Orlando	FL	32837
			Realty Income Texas Properties Lp	Atlanta	GA	30355
	+		RI/RMT Acquisition Corp	Austin	TX	78745
	†		Riddell Family Lp	Austin	TX	78741
	+		Riddell Family Lp	Buda	TX	78610
	+		RLJ II-Austin South Hotels Lp	Bethesda	MD	20814
	+		RLJ II-C Austin S LP	Bethesda	MD	20814
	+		RLJ II-F Austin S LP	Bethesda	MD	20814
	+		RLJ II-R Austin S Lp	Bethesda	MD	20814
	+		Roger Beasley Imports Inc	Austin	TX	78766
	+		RVJ I-35 LLC	Cypress	TX	77429
	+		Sams Real Estate	Bentonville	AR	72712
	+		Savancer Land LLC	Allen	TX	
	1					75013
	+		SC Austin Re LLC	Wilsonville	OR	97070
			Schwartz Family Limited Partne	Northbrook	IL	60062

First Name	Last Name	Title	Organization	Address 1	Address 2	City	State	e Zip
			Slf III - Onion Creek Lp			Dallas	TX	75225
			Soco 35 Retail Ltd			Austin	TX	78701
			South Austin I-35 Associates			Laguna Hills	CA	92653
			South IH 35 Investors Lp			Austin	TX	78755
			Southpark One Investments LLC			San Antonio	TX	78205
GE	Spillman					Kyle	TX	78640
Vincent & Michelle	Stanfield					Austin	TX	78747
			Star Furniture Company			Houston	TX	77084
			Stassney Crossing LLC			Austin	TX	78746
			State of Texas, Transportation Commission			Austin	TX	78701
			Store Master Funding I LLC			Shawnee Mission	KS	66225
			Sutton Development LLC			Austin	TX	78715
			Swanson Family Trust			Roseville	CA	95661
			Tete LLC			Buda	TX	78610
			Texas Nursery & Landscape Assoc			Austin	TX	78745
			Texas Roadhouse Of Austin Ltd			Louisville	KY	40205
			The Park At Estancia Ltd			Dallas	TX	75251
			Travis Walk Associates LLC			Bronxville	NY	10708
			Trawill Tmc Ltd			San Antonio	TX	78216
			Trt Development Co-Austin			Dallas	TX	75219
			U S Realty 87 South Austin			Short Hills	NJ	07078
			Uh Storage Limited Partnership			Phoenix	AZ	85038
			Utotem Inc			West Lake Hills	TX	78746
			Van Cleve Investments Inc			Keller	TX	76248
			Velocity Credit Union			Austin	TX	78767
			Veri Real Estate LLC			Austin	TX	78756
			Wam Jeri A Family Trust & Janice L Eckenrode			Dallas	TX	75254
			Waters At Bluff Springs LLC			Dallas	TX	75206
			Wayside Schools			Austin	TX	78745
			Wcp Teri Road LLC			Dallas	TX	75225
			Wmci Austin VI LLC			Glen Allen	VA	23060
			Wria 2017-7 Lp			Grand Prairie	TX	75050
			Wsp Development #10 Ltd			Round Rock	TX	78681
			Yarara LLC			Buda	TX	78610
			Yorktown Rainbow			Austin	TX	78731
			Zg Gc Austin LLC Etal			Huntington	NY	11743

Every Door Direct Mail Postcard

Join Us for the I-35 Capital Express South Project Open House

The I-35 Capital Express South project proposes to add two non-tolled managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast.

The Texas Department of Transportation is hosting an open house on **Thursday**, **Oct. 17** at **Akins High School**, **located at 10701 South 1st Street in Austin**, from 5:30 – 7:30 p.m.

At the open house, individuals can view project information and provide feedback on safety and mobility improvements proposed throughout the corridor. Your input helps identify the issues experienced by I-35 users and helps the project team to evaluate and refine scenarios.

Visit our virtual open house (VOH) at www.mobility35openhouse.com. The VOH will open on Oct. 17 and will feature all materials presented at the open house. Online visitors may provide comments through Nov. 7.

For more information about the open house and the I-35 Capital Express South project, visit www.TxDOT.gov and search the keywords "Capital Express South."



FOR MORE INFORMATION,
VISIT MY35.ORG/CAPITAL
OR CALL 512-832-7128



Major Improvements to I-35 are heading to Austin.

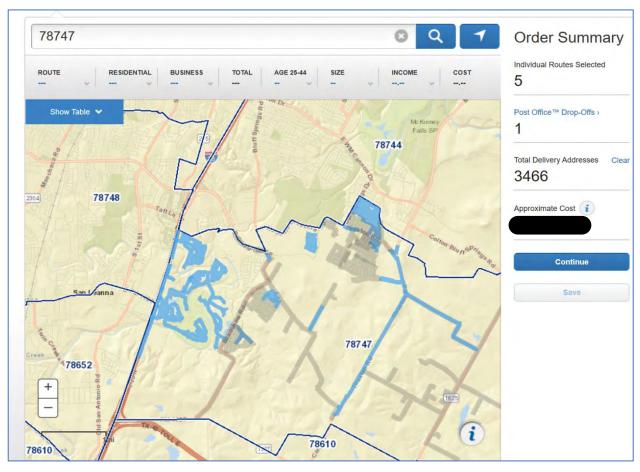
The I-35 Capital Express South project open house is happening on Thursday, Oct. 17 from 5:30 – 7:30 p.m. at Akins High School. Please join us! **Learn more at My35.org.**

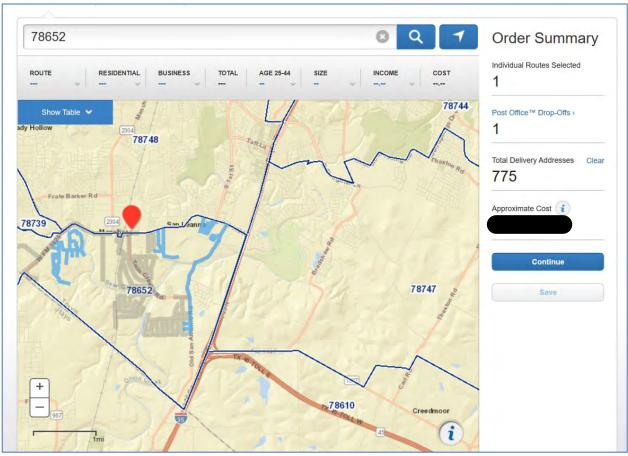
MOBILITY35 PROJECT P.O. Box 15426 Austin, TX 78761

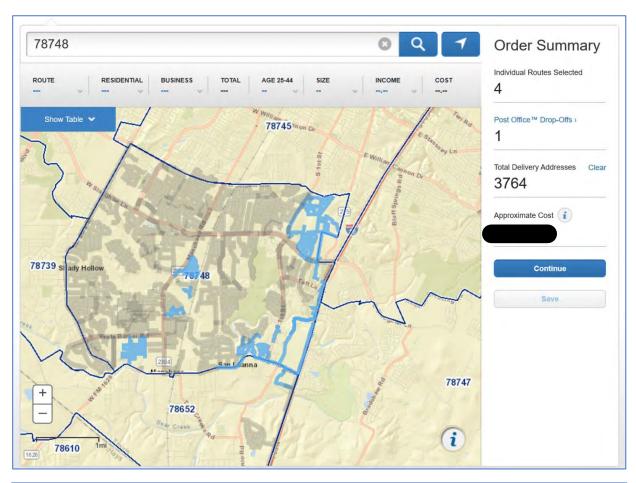


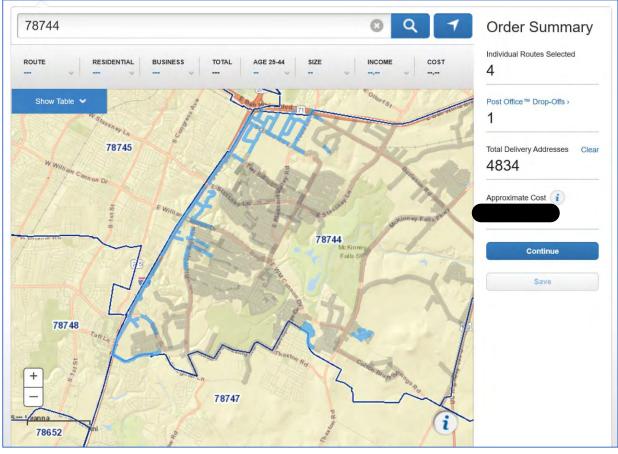
FOR MORE INFORMATION, VISIT MY35.ORG/CAPITAL OR CALL 512-832-7128

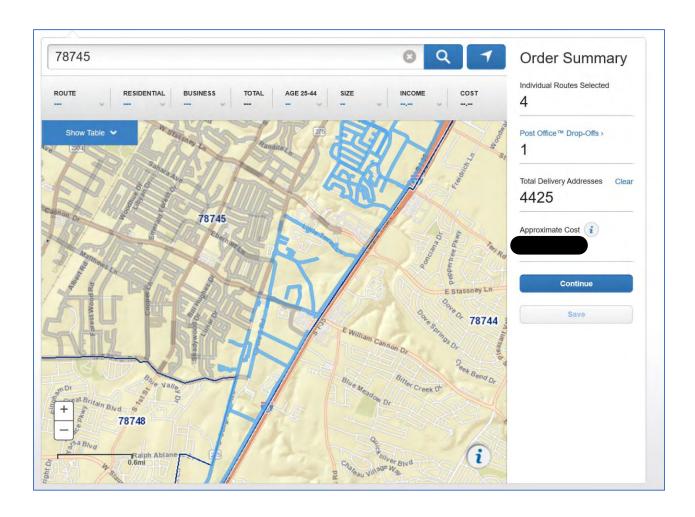












News Release



NEWS RELEASE

AUSTIN DISTRICT

Diann Hodges
O: (512) 832-7027
C: (512) 284-1425
Diann.Hodges@txdot.gov

TXDOT TO HOST OPEN HOUSE FOR I-35 CAPITAL EXPRESS SOUTH PROJECT



New managed lanes proposed between SH 71/Ben White Boulevard to SH 45 Southeast

Oct. 15, 2019

AUSTIN — Major improvements are being proposed along I-35 from SH 71/Ben White boulevard to SH 45 Southeast and the Texas Department of Transportation wants to know what you think about them. TxDOT will host an <u>open house</u> to gather input from the community on the I-35 Capital Express South project on Thursday, Oct. 17, 2019 from 5:30 – 7:30 p.m. at Akins High School located at 10701 South 1st Street, Austin, Texas, 78748.

The estimated \$300 million I-35 Capital Express South project proposes to add two non-tolled managed lanes, such as high-occupancy vehicle lanes (HOV), in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project will also improve bicycle and pedestrian accommodations within the project limits and other safety and mobility improvements proposed under the Mobility35 program.

No formal presentation will be given and attendees can come and go at their convenience. Study team members will be available to answer questions and receive input from the community.

Those unable to attend the open house in person can visit the virtual open house (VOH) at www.mobility35openhouse.com to review materials and provide comments. The VOH will open on Oct. 17, 2019. To be included in the public record, all comments must be received by Thursday, Nov. 1, 2019.

An <u>open house</u> meeting for the <u>I-35 Capital Express North project</u> is scheduled for Thursday Oct. 24, 2019 from 5:30 until 7:30 p.m. at John B. Connally High School in North Austin. The Capital Express North project proposes to add a non-tolled managed lane in each direction along I-35 from SH 45 North to US 290 East.

For media inquiries, contact Diann. Hodges@txdot.gov or (512) 832-7027.

###

The Texas Department of Transportation is responsible for maintaining 80,000 miles of road and for supporting aviation, rail, and public transportation across the state. Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods. Find out more at txdot.gov. "Like" us on Facebook and follow us on Twitter.

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www.txdot.gov | TxDOT on Facebook | TxDOT on Twitter

Emails

EMAIL BLAST - 10/17/19

From: Mobility35

Sent: Thursday, October 17, 2019 12:36 PM

To:

Subject: Join us TONIGHT Oct. 17 for the I-35 Capital Express South Open House



OPEN HOUSE FOR THE I-35 CAPITAL EXPRESS SOUTH PROJECT OCT. 17, 2019

You are receiving this notification because you are a part of the Mobility35 distribution list.

This proposed project is located in Travis County.

Please join us for the I-35 Capital Express South Project open house this evening. The Texas Department of Transportation is seeking input from the public on the proposed improvements to I-35. You may come and go at your convenience. Team members will be on hand to answer questions and receive input from the community.

WHEN:

Thursday, Oct. 17, 2019 5:30 to 7:30 p.m.

WHERE:

Akins High School Cafeteria 10701 S 1st Street Austin, Texas 78748



The estimated \$300 million <u>I-35 Capital Express South</u> Project proposes to add two non-tolled managed lanes, such as high-occupancy vehicle lanes (HOV), in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project will also improve bicycle and pedestrian accommodations within the project limits and other safety and mobility improvements proposed under the Mobility35 program.



EMAIL BLAST - 10/18/19

From: Mobility35

Sent: Friday, October 18, 2019 5:53 PM

To:

Subject: Thank You For Attending The I-35 Capital Express South Open House



I-35 CAPITAL EXPRESS SOUTH PROJECT

Thank you to all who were able to attend last night's open house for the I-35 Capital Express South Project. TxDOT appreciates your guidance and input while moving forward with the proposed updates to I-35.

If you were unable to attend the meeting last night, please visit our virtual open house (VOH) at www.mobility35openhouse.com. The VOH is available for attendees to view materials presented at the open house and provide comments. Comments must be received by Nov. 1, 2019.











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1608 W 6th Street Austin, TX 78703 Contact Us | (512) 366-3229

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Rifeline · 603 w 13th street, suite 2H · Austin, TX 78701 · USA

EMAIL BLAST - 11/1/19

From: Mobility35

Sent: Friday, November 1, 2019 9:15 AM

To:

Subject: Reminder: Today is the final day for comments on the I-35 Capital Express South Project



FINAL DAY FOR COMMENTS ON THE I-35 CAPITAL EXPRESS SOUTH PROJECT

You are receiving this notification because you are a part of the Mobility35 distribution list.

Today is the last day to provide your comments and input on the I-35 Capital Express South Project. Please visit our virtual open house (VOH) at www.mobility35openhouse.com. The VOH is available for individuals to view all materials presented at the open house, and to provide their input on the proposed improvements to I-35.

We look forward to hearing from you.

About the project

The estimated \$300 million <u>I-35 Capital Express South Project</u> proposes to add two non-tolled managed lanes, such as high-occupancy vehicle lanes (HOV), in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project will also improve bicycle and pedestrian accommodations within the project limits and other safety and mobility improvements proposed under the Mobility35 program.



Webpages

https://www.txdot.gov/inside-txdot/media-center/local-news/austin/034-2019.html

TxDOT to Host Open House for I-35 Capital Express South Project



TxDOT to Host Open House for I-35 Capital Express South Project

Texas Department of Transportation > Inside TxDOT > Media Center > Local News > Austin

Contact: Diann Hodges

Phone: (512) 832-7027

Date: Oct. 14, 2019

AUSTIN — Major improvements are being proposed along I-35 from SH 71/Ben White boulevard to SH 45 Southeast and the Texas Department of Transportation wants to know what you think about them. TxDOT will host an open house to gather input from the community on the I-35 Capital Express South project on Thursday, Oct. 17, 2019 from 5:30 — 7:30 p.m. at Akins High School located at 10701 South 1st Street, Austin, Texas, 78748.

The estimated \$300 million I-35 Capital Express South project proposes to add two non-tolled managed lanes, such as high-occupancy vehicle lanes (HOV), in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project will also improve bicycle and pedestrian accommodations within the project limits and other safety and mobility improvements proposed under the Mobility35 program.

No formal presentation will be given and attendees can come and go at their convenience. Study team members will be available to answer questions and receive input from the community.

Those unable to attend the open house in person can visit the virtual open house (VOH) at www.mobility35openhouse.com to review materials and provide comments. The VOH will open on Oct. 17, 2019. To be included in the public record, all comments must be received by Thursday, Nov. 1, 2019.

An open house meeting for the I-35 Capital Express North project is scheduled for Thursday Oct. 24, 2019 from 5:30 until 7:30 p.m. at John B. Connally High School in North Austin. The Capital Express North project proposes to add a non-tolled managed lane in each direction along I-35 from SH 45 North to US 290 East.

###

The Texas Department of Transportation is responsible for maintaining 80,000 miles of road and for supporting aviation, rail, and public transportation across the state. Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods. Find out more at TxDOT.gov. "Like" us on Facebook and follow us on Twitter.

Media Center	
Media Contacts	



Open House - I-35 Capital Express South

Texas Department of Transportation > Inside TxDOT > Get Involved

> About Public Hearings, Meetings and Notices > Hearings, Meetings and Notices Schedule

Where: Akins High School

10701 S. 1st Street Austin, TX 78748 (Map)

When: Thursday, Oct. 17, 2019

5:30 p.m. - 7:30 p.m.

Purpose: The purpose of the open house is to gather input on the proposed Capital Express South

project. The open house will allow attendees the opportunity to review and comment on the proposed improvements. Attendees may come and go at their convenience. Staff will be available to answer questions. Comments must be received on or before Friday, Nov. 1, 2019, to be a part of the official public workshop record. Comments will be

accepted at the meeting or by mail at:

TxDOT Austin District Attn: David Hawley, P.E.

P.O. Box 15426 Austin, TX 78761

Description: The Capital Express program is made up of three, stand-alone projects – North, Central,

and South. On Aug. 29, the Texas Transportation Commission approved the 2020

Unified Transportation Program, funding the North and South projects.

The Capital Express South project proposes to add one to two non-tolled managed lanes

in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. Managed lanes control access by placing restrictions on use. These types of lanes are

proposed in high-congestion areas where right of way is limited.

In addition to the new managed-lane capacity, the projects also include extensive operational and safety improvements to the overall roadway, such as extended entrance and exit ramps, intersection bypass lanes, improved frontage roads and bicycle and

pedestrian paths.

Special TxDOT makes every reasonable effort to accommodate the needs of the public. The

open house will be in English. If you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs. Please call (512) 832-7192 at least two working days prior to the meeting. Please be

aware that advance notice is requested as some accommodations may require time for TxDOT to arrange.

Memorandum of Understanding: 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 16, 2014, and executed by FHWA and TxDOT.

Downloads:

Fact Sheet

Contact:

TxDOT Austin District P.O. Box 15426 Austin, TX 78761

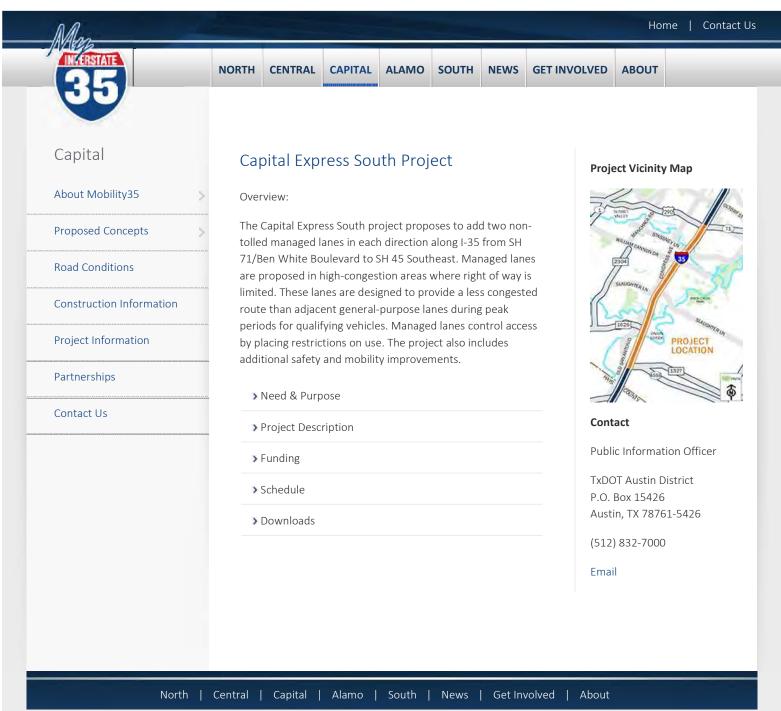
(512) 832-7700

Email

Posted Sept. 17, 2018

Get Involved
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Sunset Review

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Capital

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Capital Express South Project

Overview:

The Capital Express South project proposes to add two nontolled managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. Managed lanes are proposed in high-congestion areas where right of way is limited. These lanes are designed to provide a less congested route than adjacent general-purpose lanes during peak periods for qualifying vehicles. Managed lanes control access by placing restrictions on use. The project also includes additional safety and mobility improvements.

- ▼ Need & Purpose
 - Improve safety and mobility
- > Project Description
- > Funding
- > Schedule
- Downloads

Project Vicinity Map



Contact

Public Information Officer

TxDOT Austin District P.O. Box 15426 Austin, TX 78761-5426

(512) 832-7000

Email

North | Central | Capital | Alamo | South | News | Get Involved





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Capital Express South Project

Overview:

The Capital Express South project proposes to add two nontolled managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. Managed lanes are proposed in high-congestion areas where right of way is limited. These lanes are designed to provide a less congested route than adjacent general-purpose lanes during peak periods for qualifying vehicles. Managed lanes control access by placing restrictions on use. The project also includes additional safety and mobility improvements.

- > Need & Purpose
- Project Description
 - Add two non-tolled managed lanes in each direction
 - Improve bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings
- > Funding
- > Schedule
- Downloads

Project Vicinity Map



Contact

Public Information Officer

TxDOT Austin District P.O. Box 15426 Austin, TX 78761-5426

(512) 832-7000

Email

North | Central | Capital | Alamo | South | News | Get Involved





Capital

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Capital Express South Project

Overview:

The Capital Express South project proposes to add two nontolled managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. Managed lanes are proposed in high-congestion areas where right of way is limited. These lanes are designed to provide a less congested route than adjacent general-purpose lanes during peak periods for qualifying vehicles. Managed lanes control access by placing restrictions on use. The project also includes additional safety and mobility improvements.

- > Need & Purpose
- > Project Description
- Funding
 - Project development and construction funded by
 - Estimated construction cost: \$300 million
- > Schedule
- Downloads

Project Vicinity Map



Contact

Public Information Officer

TxDOT Austin District P.O. Box 15426 Austin, TX 78761-5426

(512) 832-7000

Email

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NORTH

CENTRAL

CAPITAL

ALAMO

SOUTH

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Capital Express South Project

Overview:

The Capital Express South project proposes to add two nontolled managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. Managed lanes are proposed in high-congestion areas where right of way is limited. These lanes are designed to provide a less congested route than adjacent general-purpose lanes during peak periods for qualifying vehicles. Managed lanes control access by placing restrictions on use. The project also includes additional safety and mobility improvements.

- Need & Purpose
- > Project Description
- > Funding
- Schedule
 - Finalized schematic and environmental study: anticipated early 2021
 - Begin Plans, Specifications and Estimates (PS&E): anticipated early 2022
 - Construction start: anticipated mid-2022
- Downloads

Project Vicinity Map



Contact

Public Information Officer

TxDOT Austin District P.O. Box 15426 Austin, TX 78761-5426

(512) 832-7000

Email

North | Central | Capital | Alamo | South | News | Get Involved





Capital

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Capital Express South Project

Overview:

The Capital Express South project proposes to add two nontolled managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. Managed lanes are proposed in high-congestion areas where right of way is limited. These lanes are designed to provide a less congested route than adjacent general-purpose lanes during peak periods for qualifying vehicles. Managed lanes control access by placing restrictions on use. The project also includes additional safety and mobility improvements.

- > Need & Purpose
- > Project Description
- > Funding
- > Schedule

Downloads

- Fact Sheet
- Schematic
- Exhibit Boards

Project Vicinity Map



Contact

Public Information Officer

TxDOT Austin District P.O. Box 15426 Austin, TX 78761-5426

(512) 832-7000

Email

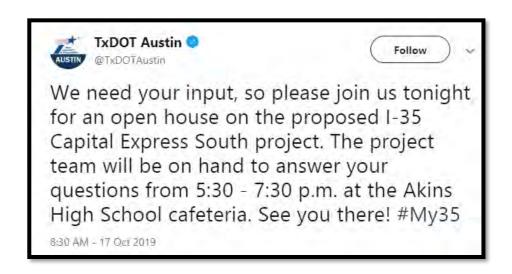
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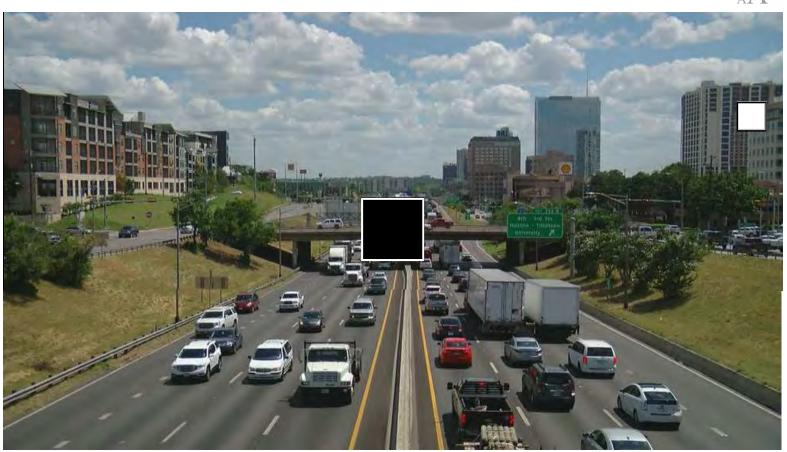
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Project Gridlock: TxDOT finds funds to expand I-35 but not the most congested part | KEYE

Project Gridlock: TxDOT finds funds to expand I-35 but not the most congested part

by Melanie Torre | Friday, September 13th 2019





I-35 in Downtown Austin. (CBS Austin)

Big improvements are coming to I-35 now that TxDOT has the money to complete two projects adding more lanes to the Interstate in north and south Austin. However, some people worry it's all for nothing if I-35 through downtown doesn't get major funding, too.

"Frustration... lots of traffic... stress," those were the words that came to mind when we asked Austin commuters Adrianne Strong and Jennifer Andrews about I-35.

With \$700 million in new funding through the 2020 Unified Transportation Program, TxDOT says they hope to get drivers moving.

"This has been a long time coming. Anyone who drives I-35 knows there is gridlock often," says Brad Wheelis, spokesperson for TxDOT Austin.

The Capital Express project through Travis County is split into three sections -- North, South and Central. The \$700 million from UTP fully funds the North and South projects.

Capital Express North will add one, non-tolled managed lane in each direction on I-35 from SH 45 North to US 290 East. Capital Express South will add two, non-tolled managed lanes in each direction on I-35 from SH 45 Southeast to SH 71/Ben White Boulevard. The new lanes will be restricted but not tolled -- how exactly they'll be restricted has yet to be decided.

"If you open it up to everybody and make all lanes general lanes you create more gridlock believe it or not," says Wheelis

The north and south projects are only part of the I-35 solution for Austin. State Senator Kirk Watson is fighting for more funds to improve I-35 through downtown.

"If all we do now is those parts... all we've done is make people get to the bottleneck faster and that's not a solution," Watson says.

He says variable-priced toll roads -- like the Mopac Express Lanes -- are the solution, but the state still has a stop on new toll road construction. This year Watson filed seven transportation bills to increase funding for major road projects in Texas but he says none received a hearing.

"They're saying we're going to provide congestion relief with no new tolls, no new taxes, no new debt and no new fees. Well, there's no new money and it costs money to reduce peoples' time in traffic," Watson says.

TxDOT says adding lanes to I-35 through downtown is part of a long-term plan that's estimated to cost at least \$5 Billion.

"There's not a lot of room width-wise there, so that creates some engineering challenges and that's what we're working on," Wheelis says. The transportation agency says completing the North and South projects first will help create alternate routes when I-35 through downtown is eventually under construction. However, without money to get that downtown construction started there's no real solution drivers can count on.

"I live central, so I need a solution central," says Andrews.

"I think it's incumbent upon TxDOT to find the money to make the commitment to Central Texans that they're going to finish that entire project," Watson says. The stretch of I-35 through downtown is the third most congested roadway in the state, according to the Texas A&M Transportation Institute.

Construction on the Capital Express North and South projects is expected to start in 2022 and take three to four years to complete. TxDOT will host open houses to collect public feedback late fall 2019.

TxDOT seeks feedback on adding new lanes to I-35 at October open houses | Community Impact Newspaper

AUSTIN

TxDOT seeks feedback on adding new lanes to I-35 at October open houses



I-35 at Braker Lane

By Amy Denney | 6:00 PM Dec. 31, 1969 CST



The Texas Department of Transportation is planning to invest \$700 million to add one to two lanes in each direction on I-35 in Central Texas.

TxDOT plans to add one nontolled, managed lane in each direction on I-35 in a northern section SH 45 N. and Hwy. 290 and add two nontolled, managed lanes in each direction in a southern section between Hwy. 71/Ben White Boulevard and SH 45 SE. Construction is expected to begin in 2022 and have a total cost of \$700 million.

"It's going to have a huge immense impact overall because it's first going to provide better mobility north and south of our central section, and then it's going to provide other routes around [downtown] during the construction of [the] central [section]," said Susan

I-35 Capital Express South Open House

B - 54

Oct. 17, 2019

TxDOT seeks feedback on adding new lanes to I-35 at October open houses | Community Impact Newspaper

Fraser, the program manager for TxDOT's My35 project.

Dubbed the Capital Express, these new lanes will be restricted such as for high-occupancy vehicles, transit and emergency vehicles. Fraser said TxDOT is still looking into the technology that would verify if a vehicle has more than one person.

"During the busiest peak times we find a lot of the volume is single drivers," Fraser said. "Our hope is with the HOV lanes we will encourage carpooling [and using] transit and that will help add the capacity we need [by freeing up the main lanes]."

Funding for the Capital Express North and South projects is coming partially through the Capital Area Metropolitan Planning Organization, which is responsible for doling out state and federal transportation dollars to six counties in Central Texas. In May, the agency's policy board, comprising local elected officials and transportation representatives, awarded \$400 million in state and federal funding to the project.

TxDOT has not yet decided on how to add two lanes in each direction to the Central Austin section between Hwy. 290 and Hwy. 71, Fraser said. The estimated cost for the central section is about \$5 billion, she said.

"It is still a possibility that [the upper decks] could come down," she said. "We are looking in that section at possibly a tunnel, so that's where the capacity would go."

For the north and south sections, TxDOT is working on traffic modeling, preliminary environmental work and detailed designs. As part of the public involvement process for the north and south sections, TxDOT is hosting two upcoming open house events for residents to review and comment on the proposed projects. An open house for the central section will be in spring 2020.

Open house events

Capital Express South

Thursday, Oct. 17

5:30-7:30 p.m.

Akins High School, 10701 S. First St., Austin

Capital Express North

Thursday, Oct. 24

5:30-7:30 p.m.

John B. Connally High School, 13212 N. Lamar Blvd., Austin

Chamber pushes 'all of the above' regional mobility solution - Austin Monitor Austin Monitor



AUSTIN DEVELOPMENT TRANSPORTATION RESOURCES THE REGION PUBLIC SAFETY POLITICS MEDIA



STORY MAP

☐ TRANSPORTATION Tuesday, October 8, 2019 by Ryan Thornton

Chamber pushes 'all of the above' regional mobility solution

The Austin Chamber of Commerce pushed three desired outcomes at this year's mobility summit: resolving traffic congestion on Interstate 35; passing the city's first high-capacity transit bond; and clarifying the positions and goals of regional elected officials.

To fix I-35, Brian Cassidy, chair of the chamber's board of directors, said the region knows what it needs: "Two variable-tolled managed lanes in each direction from (State Highway 45 North) to (SH 45 South); that will improve traffic, it will improve transit, it will improve the flow of commerce to our region, and it will provide a tool to enable us to fund that \$8 billion challenge."

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to its own solution, the Capital Express program, for the region's portion of I-35. While the plan includes new managed lanes in both directions, Tucker Ferguson of TxDOT's Austin District said the current idea is to avoid tolls. Managed lanes, he explained, could instead be used to restrict access based on vehicle type, occupancy or specific functions like public transportation. But Texas, he said, is presently a non-toll environment.

State Sen. Kirk Watson pushed back against Ferguson's position on tolls. A "non-toll environment," he said, is a feature of politics, not of engineering.

"Those in control at the Capitol continue to promise more transportation fixes with no new tolls, no new taxes, no new fees, and no new debt," Watson said. "Well, folks, that means no new roads, because we don't have enough money.

"The research and the experience has shown that simply building new lanes will not reduce congestion; we need to change behavior, and tolled managed lanes do that effectively," Watson said.

State funding in the Unified Transportation Program has already been dedicated to both the north and south segments of the Capital Express project, but a roughly \$4.5 billion gap remains to address the central portion between U.S. Highway 290 East and SH 71, or Ben White Boulevard. The central segment, Ferguson said, is by far the most expensive, mostly due to right-of-way constraints forcing pieces of the project down below surface level.

Watson urged the community to push for dynamic congestion pricing as a means both to fund and fix that central portion. "If the bottleneck through Central Austin isn't addressed," he said, "we will have spent well over a billion dollars simply to get people to the bottleneck faster."

Ferguson said the public can get involved with the Capital Express project beginning next week, by attending one of two open house community meetings. A meeting on the south segment will take place Oct. 17 at Akins High School and another for the north segment on Oct. 24 at John B. Connally High School. "This is the time to get the public input for these projects," he said.

Noting that many Texans have been "trained" to have an anti-transit bias, Watson emphasized that expanding our region's major roadways

Whispers



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doesn't have to be the only solution to traffic problems.

Transit and roadway expansion can be complementary, Watson said, "if we're smart and thoughtful and work collaboratively."

As far as moving people efficiently, Capital Metropolitan Transportation Authority CEO Randy Clarke said public transit has an enormous advantage. A full bus, he said, can remove more than 100 cars from city streets, cutting traffic and reducing emissions.

The city's first two electric buses are arriving this winter, which Clarke said is part of a long-term electrification plan. "I'll be the first, I guess, to mention up here today: We've got to start facing the reality of climate change," he said, adding that electric buses can be a major part of a climate crisis mitigation plan.

Like Watson and Mayor Steve Adler, Clarke also championed the region's need for dedicated transitways, particularly in the form of Capital Metro's high-capacity network vision, Project Connect. A single quartermile dedicated transit lane has already saved buses up to 12 minutes during peak evening hours, Clarke said, referring to the city's contraflow project at Guadalupe Street and Martin Luther King Jr. Boulevard.

"Think of what we could do if we had dedicated right of way from Tech Ridge to (Slaughter Lane) on (Project Connect's) Orange Line," Clarke said.

While optimistic about potential transit use, Clarke was realistic about the region's development patterns, which Mike Heiligenstein, executive director of the Central Texas Regional Mobility Authority, said will continue to concentrate outside of the region's urban center.

"Of the next million people that move to our region," Heiligenstein said, "985,000 will live outside of the Austin core. Think about it, get your arms around it that Hutto has four times more people than downtown Austin."

Praising the positive ridership trends the agency has seen since launching its on-demand service, Pickup, in five lower-density locations outside of its transit network, Clarke said the future of transit is in connecting the region's more remote zones with high-capacity lines.



Adler, having recently traveled to similar regions across the nation, agreed that transit is glaringly missing from Central Texas. "On the same page that we passed that massive \$720 million transportation bond in 2016, Seattle voters were going to the polls and passed a \$57 billion regional mobility plan; the voters in Phoenix went to the polls and passed a \$26 billion regional transportation plan – so we need to do better."

"I'm excited that we're going to get, at the end of this month, the laying out of data that will enable our community between October and March to fashion what regional mass public transit needs to look like in our city so we can put it on the ballot in November 2020," he added.

Project Connect will be the subject of a joint work session with City Council and Capital Metro at the end of the month, followed by the next phase of open house meetings beginning the first week of November.

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Austin Open House To Showcase Interstate 35 Upgrades | Downtown Austin, TX Patch

Traffic & Transit

Austin Open House To Showcase Interstate 35 Upgrades

Public invited to provide input on Capital Express South project from SH 71/Ben White boulevard to SH 45 Southeast.

By Tony Cantu, Patch Staff Oct 15, 2019 11:16 am ET



AUSTIN, TX — Major improvements are being proposed along Interstate 35 from SH 71/Ben White Boulevard to SH 45 Southeast and the Texas Department of Transportation wants to know what you think about them.

To that end, TxDOT will host an open house to gather input from the community on the I-35 Capital Express South project on Thursday, Oct. 17, from 5:30 p.m. to 7:30 p.m. at Akins High School, 10701 South 1st St.

The estimated \$300 million I-35 Capital Express South project proposes to add two non-tolled managed lanes, such as high-occupancy vehicle lanes (HOV), in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project will also improve bicycle and pedestrian accommodations within the project limits and other safety and mobility improvements proposed under the Mobility35 program.

No formal presentation will be given and attendees can come and go at their convenience. Study team members will be available to answer questions and receive input from the community.

Those unable to attend the open house in person can visit the virtual open house (VOH) at www.mobility35openhouse.com to review materials and provide comments. The VOH will open on Oct. 17, 2019. To be included in the public record, all comments must be received by Thursday, Nov. 1, 2019.

An open house meeting for the I-35 Capital Express North project is scheduled for Thursday Oct. 24, 2019 from 5:30 p.m. to 7:30 p.m. at John B. Connally High School in North Austin. The Capital Express North project proposes to add a non-tolled managed lane in each direction along I-35 from SH 45 North to US 290 East.







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Austin's Capital Express Project Could Use HOV Lanes Along I-35

By SAMUEL KING • OCT 18, 2019





COURTESY OF TXDOT

Austin could be getting its frst HOV lanes.

Construction is still a few years away, but the Texas Department of Transportation is preparing for work on the I-35 Capital Express project through Austin. It's collecting public feedback on the northern and southern portions of the project, and it's likely that the project will use high-occupancy vehicle lanes through Austin to increase traffic fow on Texas' most congested road.

Since state leaders have said tolls are out of the



question, TxDOT is looking at HOV lanes to manage traffc.

On the south end, the plan is to add two managed lanes in each direction on I-35 between Ben White Boulevard and SH 45 Southeast. While in the north, the project would add one managed lane from I-35 from SH 45 North to U.S. 290 East. There will also be new bike and pedestrian paths and safety improvements along the corridors. Construction is set to begin on both projects in 2022.

"We don't have any right now in Austin, but they're in use in Houston and Dallas," said Diann Hodges, a spokeswoman for TXDOT's Austin District. "It limits people's ability to get on and off because it's based on how many people are in the vehicle. And by putting some parameters on

that, it will actually improve traffc fow ."

TxDOT displayed models of the Capital Express South project at an open house at Akins High School Thursday night. Drivers who live in the area are hoping the project would provide some relief to the congestion.

"They definitely needed to do something, there's no doubt about that," said Lexine Spillmann, who attended the open house. "And I hope they continue going on down toward Buda and Kyle, too because that's as much of a problem."

The northern and southern portions of the project are funded, at \$400 million and \$300 million, respectively. But there's still a funding gap to complete the central part of the Capital Express, through Austin. That portion is much more complicated, offcials said, and the costs would be in the billions.

"That's the keystone, and nobody knows where that (money) is going to come from," said Dick

Kallerman, with the Sierra Club of Austin. He's skeptical congestion on I-35 would be eased without it.

But TxDOT believes it's still worth moving ahead on the projects.



CREDIT COURTESY OF TXDOT

"If we can get traffc moving north and south, we can give drivers some alternatives when we do start construction in downtown Austin," Hodges said.

An open house on the Capital Express North project is planned for Oct. 24, at John B. Connally High School in North Austin.

TxDOT representatives will be available to answer questions. There's also a virtual town hall for both projects available online.

Got a tip? Email Samuel King at samuel@kut.org. Follow him @SamuelKingNews



Mobility35 Newsletters

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SEPTEMBER 2019 • E-NEWSLETTER

A monthly e-newsletter providing information about Mobility35, a regionwide effort to improve safety and mobility along I-35 in Williamson, Travis and Hays counties.

TEXAS TRANSPORTATION COMMISSION CLEARS THE WAY FOR TWO MAJOR I-35 IMPROVEMENTS



Major sections of I-35 in Travis County will soon be expanded, thanks to action taken on Aug. 29 by the Texas Transportation Commission. The Commission approved the 2020 Unified Transportation Program (UTP), which includes funding for the I-35 Capital Express North and South projects. The Capital Express program is made up of three, stand-alone projects - North, Central and South. The North project proposes to add one non-tolled managed lane in each direction along I-35 from SH 45 North to US 290 East. The South project proposes to add two non-tolled managed lanes in each

direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. Additional safety and mobility improvements are also included as part of the Capital Express Program.

"Improving I-35 in Central Texas is a major undertaking, especially when it comes to downtown Austin," said TxDOT Austin District Engineer Tucker Ferguson. "By constructing the Capital Express North and South projects first, drivers will have alternatives, such as US 183 and SH 71, to bypass downtown during the construction of the Capital Express Central project."

Managed lanes are proposed in high-congestion areas where right of way is limited. These lanes are designed to provide a less congested route than adjacent general-purpose lanes during peak periods for qualifying vehicles. Managed lanes control access by placing restrictions on use.

The Capital Express Central project proposes to add two non-tolled managed lanes in each direction along I-35 from US 290 East to SH 71/Ben White Boulevard. Funding for the Central project has yet to be identified.

The UTP allocated approximately \$700 million in funding for the Capital Express North and South projects from various sources.

About the Unified Transportation Program

The Texas Transportation Commission and TxDOT use the Unified Transportation Program (UTP) as TxDOT's 10-year plan to guide transportation project development. The UTP is developed annually, in accordance with the Texas Administrative Code (TAC §16.105) and is approved by the Texas Transportation Commission annually prior to Aug. 31, 2019. The UTP authorizes highway projects for planning activities, development and construction. In addition to highway projects, the UTP addresses public transportation, maritime, aviation and rail. For more information, visit https://www.txdot.gov/inside-txdot/division/transportation-planning/utp.html

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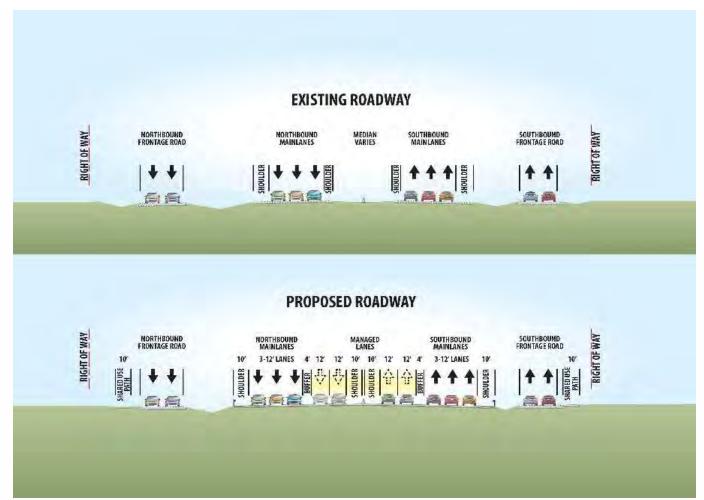
OCTOBER 2019 - E-NEWSLETTER

A monthly e-newsletter providing information about Mobility35, a regionwide effort to improve safety and mobility along I-35 in Williamson, Travis and Hays counties.

I-35 CAPITAL EXPRESS NORTH AND SOUTH PROJECT OPEN HOUSES SCHEDULED FOR THIS MONTH



Rendering of the I-35 Capital Express North project at the I-35 and US 183 interchange.



Cross-section of the I-35 Capital Express South project.

TxDOT is moving forward with open houses for the I-35 Capitol Express North and South projects.

I-35 Capital Express South Open House

Oct. 17, 2019 5:30 p.m. – 7:30 p.m. Akins High School 10701 S. 1st Street Austin, Texas 78748

I-35 Capital Express North Open House

Oct. 24, 2019 5:30 p.m. – 7:30 p.m. John B. Connally High School 13212 N. Lamar Boulevard Austin, Texas 78748

The I-35 Capital Express North project proposes to add one non-tolled managed lane in each direction along I-35 from SH 45 North to US 290 East. The I-35 Capital Express South project proposes to add two non-tolled managed lanes, such as high-occupancy vehicle (HOV) lanes, in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast.

Managed lanes control access by placing restrictions on use. These types of lanes are proposed in high-congestion areas where right of way is limited. They are designed to provide a less congested route than

adjacent general-purpose lanes during peak periods for qualifying vehicles.

In addition to the new managed-lane capacity, the projects also include extensive operational and safety improvements to the overall roadway, such as extended entrance and exit ramps, intersection bypass lanes, improved frontage roads and bicycle and pedestrian paths. The number of general purpose and frontage road lanes are no less than, and in some cases exceeds, what is there today.

At the open houses, community members can view project information and provide feedback on safety and mobility improvements proposed throughout the corridor. Input received will help to identify issues experienced by I-35 users, as well as assist the project team to evaluate and refine scenarios. No formal presentation will be given, so please stop by at your convenience to learn more about the projects, discuss improvements and share feedback with TxDOT staff.

Can't join us in person at the open house? Visit our virtual open houses (VOH) at www.mobility35openhouse.com. The I-35 Capital Express South project VOH will open on Oct.17, 2019 and be available for attendees to view materials presented at the open house and provide comments. Comments must be received by Nov. 7, 2019. The I-35 Capital Express North project VOH will open on Oct.24, 2019 and be available for attendees to view materials presented at the open house and provide comments. Comments must be received by Nov. 14, 2019.

About the I-35 Capital Express Program

The I-35 Capital Express program is made up of three, stand-alone projects – North, Central, and South. On Aug. 29, the Texas Transportation Commission approved the 2020 Unified Transportation Program (UTP), funding the North and South projects. The Texas Transportation Commission and TxDOT use the UTP as TxDOT's 10-year plan to guide transportation project development.

The I-35 Capital Express Central project proposes to add two non-tolled managed lanes in each direction along I-35 from US 290 East to SH 71/Ben White Boulevard. Funding for this project is still being identified.

For the most up-to-date information on the I-35 Capital Express projects, visit http://www.my35.org/capital/

C. SIGN-IN SHEETS

Public



I-35 Capital Express South Project

Open House

Name	Zip Code	Affiliation	Elected Official Check Here	How did you hear about the meeting?
Barbara Druz	78747			Newspaper Road-side sign TV Friend
Davida Rey	78148	AKin		Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
Jay Mills	78702	Extend- A Care ter has		Newspaper Road-side sign TV Friend Community Flyer Other (please specify)
CARL URBAN	78610	HFH WUBSMENTS		Newspaper Road-side sign TV Friend Radio_ Community Flyer_ Other (please specify)
BETSY URBAN	78610	11 11		Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
Jud Zell 1110	18747			Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
Wayne Dennis	73681	Bridge form & Assoc		Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify) \(\text{Webs-te-} \)
Mark Tedder	78610	Sonic Drive Ins		Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
Clayton Me Neal	78758	AECOM		Newspaper Road-side sign TV Friend Community Flyer Other (please specify)
Emma Segura	18748	Akins Estancia Resident		Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)



I-35 Capital Express South Project

Open House

Name Sarah Hecky	Zip Code	Affiliation Onion Creek Apts.	Elected Official Check Here	How did you hear about the meeting?
Ratael Murray	78748	Planet K. Orion Creek	CHECKTICIC	Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
Greg DeWinne	78747	Resident Onion Creek		Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
REVIN NEWWAN	78070	TEXAS MEDICINIC		Newspaper Road-side sign TV Friend Radio_ Community Flyer_ Other (please specify)
CARLOS LOPEZ	78749	HNTB		Newspaper Road-side sign TV Friend Radio_ Community Flyer_ Other (please specify)
TI HIGGINBOTTAM	78610	BOA RECORM		Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
Milton Offo	78152			Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify) TRUE SU
Ber Sacob	78747	Onion Creek Hon		Newspaper Road-side sign
Bill Freder lary	78747	Onion Creck		Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify) @
DICKALIEROM	78704	Sierra Olub		Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
Shelley Somvels	78652			Newspaper Road-side sign TV Friend Radio_ Community Flyer_ Other (please specify)



I-35 Capital Express South Project

Open House

Name	Zip Code	Affiliation	Elected Official Check Here	How did you hear about the meeting?
Houtles Tonner	78249	Martin Marietta		Newspaper Road-side sign TV Friend Radio Community Flyer_ Other (please specify) Intercet
Robert Rizo	78640	Kyle City Council member		Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
Curtis Rogers	78702			Newspaper Road-side sign TV Friend Radio_ Community Flyer Other (please specify)
Carol Fredenburg	78747	Onan Creek		Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
Scott Flathess	78744			Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify) To term of
R Bayless	78748	Chisholm Rono		Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
AdelizaRamirez	78748	,		Newspaper Road-side sign TV Friend Radio_ Community Flyer_ Other (please specify)
BestrizHernanduz	78744	1		Newspaper Road-side sign TV Friend Radio_ Community Flyer_ Other (please specify)
ISAM BANDAK	78745			Newspaper Road-side sign TV Friend Radio Community Flyer_ Other (please specify)
Ben Peterson	7874 8	Reagan National		Newspaper



I-35 Capital Express South Project

Open House

Name	Zip Code	Affiliation	Elected Official Check Here	How did you hear about the meeting?
VAN SHORT	78737	self.		Newspaper Road-side sign TV Friend Radio_ Community Flyer_ Other (please specify)
NAN SHORT Mike Antry	78240	self. Andry Group, LLC		Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
dessis Hernende	78744			Newspaper Road-side sign TV Friend Radio Community Flyer_ Other (please specify)
Beatriz Hernandez	78744			Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
ARASH SACEDI	78704	SELF		Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
Lexine Spillmann	78610	Self		Newspaper Road-side sign TV Friend Radio Community Flyer_ Other (please specify)
Steffen Bergeson	78735	Martin Marietta		Newspaper Road-side sign TV Friend Radio Community Flyer_ Other (please specify) \(\mathcal{V} \)
Steffen Bergeson Tristan Leonzal	78748			Newspaper Road-side sign TV Friend Radio_ Community Flyer Other (please specify)
				Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
				Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)



I-35 Capital Express South Project

Open House

Name	Zip Code	Affiliation	Elected Official	How did you hear about the meeting?
			Check Here	the meeting:
Rafael Riojas	78749	HOUTB.		Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify) Emaile Newspaper Road-side sign
Rafael Riojas ROGER BECK	32819	LANG CONSTRUCTION		TV Friend Radio Community Flyer Other (please specify) Newspaper Road-side sign
Jessica Kessinger	78665	WSP		TV Friend Community Flyer Other (please specify)
Sangel King	78701	KUT		Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
Hayley Pickett	78748	Rifeline	,	Newspaper Road-side sign TV Friend Radio Community Flyer_ Other (please specify)
Jaxier A. Arguello	78737	IXBI		Newspaper Road-side sign TV Friend Radio Community Flyer_ Other (please specify)
				Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
				Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
				Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
				Newspaper Road-side sign Friend Radio Community Flyer_ Other (please specify)



I-35 Capital Express South Project

Open House

Name	Zip Code	Affiliation	Elected Official Check Here	How did you hear about the meeting?
ANTHONY SORDA	78729	CP1		Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
Kunter Canin	78745			Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
Ray Salazar	78745			Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
				Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
				Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
				Newspaper Road-side sign TV Friend Radio Community Flyer_ Other (please specify)
				Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
		Lib. W		Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
				Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
				Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)



Public Sign In I-35 Capital Express South Project Open House

Name	Zip Code	Affiliation	Elected Official Check Here	How did you hear about the meeting?
ABIGAIL BRUNSON	78746	TXDOT GEC		Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
				Newspaper Road-side sign TV Friend Radio Community Flyer_ Other (please specify)
				Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
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				Newspaper Road-side sign TV Friend Radio Community Flyer Other (please specify)
				Newspaper Road-side sign TV Friend Radio Community Flyer_ Other (please specify)

Staff



I-35 Capital Express South Project Thursday, Oct. 17, 2019 5:30 – 7:30 p.m. Akins High School Cafeteria 10701 S. 1st Street, Austin, TX 78748



Name	Affiliation	Initials
Alex Amponsah	Atkins	· Ah
Alex Navarro	TxDOT	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Annie Sikes	NLA	lete
Ari Gurumurthy	Atkins	
Brad Kwaterski, P.E.	AECOM	87K
Brad Wheelis	TxDOT	
David Harrah	TxDOT	
David Hawley, P.E.	AECOM	Last
Diann Hodges	TxDOT	To the
Dwayne Halbardier, P.E.	TxDOT	



I-35 Capital Express South Project Thursday, Oct. 17, 2019 5:30 – 7:30 p.m. Akins High School Cafeteria 10701 S. 1st Street, Austin, TX 78748



Name	Affiliation	Initials
Epi Gonzalez, P.E.	TxDOT	ZY.
Heather Ashley-Nguyen, P.E.	TxDOT	111
James Lowe	Atkins	4.7
Jeff Warren, P.E.	TxDOT	
Jerel Rackley, P.E.	Atkins	JR
Jesse Bullard, P.E.	TxDOT	
Lauren Canales	NLA	LC
Marisabel Ramthun, P.E.	TxDOT	LC Me
Melissa Hurst	Rifeline	Alle
Mike Arellano, P.E.	TxDOT	of or o



I-35 Capital Express South Project Thursday, Oct. 17, 2019 5:30 – 7:30 p.m. Akins High School Cafeteria 10701 S. 1st Street, Austin, TX 78748



Name	Affiliation	Initials
Mitzi Ellison	NLA	ME
Nancy Gates	AECOM	VISAC
Nicholas Barbera	Rifeline	TRO
Reese Williams, P.E.	Atkins	RAW
Ryan Ingram	AECOM	
Sam Yacoub, P.E.	TxDOT	
Shashider Velugati, P.E.	AECOM	
Shelly Eason	TxDOT	53
Shirley Nichols	TxDOT	132
Stefanie Galindo	TxDOT	V



I-35 Capital Express South Project Thursday, Oct. 17, 2019 5:30 – 7:30 p.m. Akins High School Cafeteria 10701 S. 1st Street, Austin, TX 78748



Name	Affiliation	Initials
Stefanie Guin, P.E.	Atkins	3RE-
Stephanie Messerli, P.E.	Jacobs	
Steve Best	TxDOT	
Susan Fraser, P.E.	TxDOT	J4-
Tim Ryan, P.E.	AECOM	GR.
Tom Benz, P.E.	TxDOT	
Tucker Ferguson, P.E.	TxDOT	
Victor Vargas, P.E.	TxDOT	(MV)



I-35 Capital Express South Project
Thursday, Oct. 17, 2019
5:30 – 7:30 p.m.
Akins High School Cafeteria
10701 S. 1st Street, Austin, TX 78748



Name	Affiliation	Initials
Shashider Velugati	AECOM	SRY
Shashider Velugati Susana Ce Enlos	TXDOT - North Austin Area Office	SC
Michelle Promage-Chambers	TXDOT - STAO	like
J		

D. COMMENTS RECEIVED

Comments Received at Open House



COMMENT FORM I-35 Capital Express South Project OPEN HOUSE Thursday, Oct. 17, 2019 5:30 - 7:30 p.m. Akins High School Cafeteria

10701 S. 1st Street, Austin, TX 78748

Hernandez AFFILIATION:



(PLEASE PRINT)

This form may be used to provide comments on this project. Any questions on this form will not be considered an open records request and will not be treated as such. If you wish to submit an open records request, please do so separately.

Do not approve of 11' Lanes because of the amount of truck (18 wheeler traffic) I do not feel safe in 11' lanes on 35, its too fast + congested.

- harrow shoulders in HOV lanes looks dangerous.

with Hovaddition, there is no area for cars to break down and for EMS/fire to drive on to get to accidents.



(PLEASE PRINT)

COMMENT FORM I-35 Capital Express South Project OPEN HOUSE Thursday, Oct. 17, 2019 5:30 - 7:30 p.m.



5:30 – 7:30 p.m. Akins High School Cafeteria 10701 S. 1st Street, Austin, TX 78748

ADDRESS (optional):
(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you: ☐ I am employed by TxDOT ☐ do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting
TxDOT is requesting your comments on the proposed project. Comments may be submitted at this open house mailed to Mobility35, Texas Department of Transportation, Austin District Office, Attn: David Hawley, P.E., P.O. Box 15426, Austin, TX 78761-5426, or faxed to (512) 832-7157 (Attn: David Hawley, P.E.). You may also subscomments by email to info@mobility35.org , or by visiting our virtual open house at mobility35openhouse.com between Oct. 17 and Nov. 1, 2019. Comments must be submitted or postmarked by Nov. 1, 2019 to be included in the open house documentation.
COMMENTS:
Please reconsider having an a managed lane exit for people who exit for FM 1626. At this time the managed lan do not benefit me. There is a significal amount of traffic currently using FM 162 & the number will only increase as then is more proposed development along FM 162 leads in cluding medical offices

This form may be used to provide comments on this project. Any questions on this form will not be considered an open records request and will not be treated as such. If you wish to submit an open records request, please do so separately.



(PLEASE PRINT)

COMMENT FORM I-35 Capital Express South Project OPEN HOUSE Thursday, Oct. 17, 2019 5:30 - 7:30 p.m. Akins High School Cafeteria

10701 S. 1st Street, Austin, TX 78748



NAME: Kobert Kizo AFFILIATION:
ADDRESS (optional):
(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you: ☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting
TxDOT is requesting your comments on the proposed project. Comments may be submitted at this open house, mailed to Mobility35, Texas Department of Transportation, Austin District Office, Attn: David Hawley, P.E., P.O. Box 15426, Austin, TX 78761-5426, or faxed to (512) 832-7157 (Attn: David Hawley, P.E.). You may also subm comments by email to info@mobility35.org , or by visiting our virtual open house at mobility35.org , or by visiting our virtual open house at mobility35.org , or by visiting our virtual open house at mobility35.org , or by visiting our virtual open house at mobility35.org , or by visiting our virtual open house at mobility35.org , or by visiting our virtual open house at mobility35.org , or by visiting our virtual open house at mobility35.org , or by visiting our virtual open house at mobility35.org , or by visiting our virtual open house at mobility35.org , or by visiting our virtual open house at mobility35.org , or by visiting our virtual open house at mobility35.org , or by visiting our virtual open house at mobility35.org , or by visiting our virtual open house at mobility35.org , or by visiting our virtual open house at mobility35.org , or by visiting our virtual open house at mobility35.org , or by visiting our virtual open house documentation.
COMMENTS: I would like to voice my concern
Twoold rather see one high occupancy lane, and add another lane for all driving. I travel I-35 from Knyl on a wester daily bosis. I see nore singl occupancy vehicles dring into Austin. Austin is so speed out that her will benight from two lingl occupancy lares thaning extens lones for singl counters would be bert for traspic.

This form may be used to provide comments on this project. Any questions on this form will not be considered an open records request and will not be treated as such. If you wish to submit an open records request, please do so separately.



COMMENT FORM I-35 Capital Express South Project OPEN HOUSE Thursday, Oct. 17, 2019 5:30 - 7:30 p.m. Akins High School Cafeteria

10701 S. 1st Street, Austin, TX 78748



(PLEASE PRINT)

NAME: CUTTI ROGERS AFFILIATION:
ADDRESS (optional): 79702
(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you: ☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting
TxDOT is requesting your comments on the proposed project. Comments may be submitted at this open house, mailed to Mobility35, Texas Department of Transportation, Austin District Office, Attn: David Hawley, P.E., P.O. Box 15426, Austin, TX 78761-5426, or faxed to (512) 832-7157 (Attn: David Hawley, P.E.). You may also submit comments by email to info@mobility35.org , or by visiting our virtual open house at mobility35openhouse.com between Oct. 17 and Nov. 1, 2019. Comments must be submitted or postmarked by Nov. 1, 2019 to be included in the open house documentation.
COMMENTS: Managel lane (s) Should be toll lones.
Non-tolled lanes will induce demand for more traffic and the area will be werse off, and with no good funding source to pay for it.
Not worth doing this expensive project without a funding source. This should be apaid for by the people using it, not the rest of Texas.
comments by email to info@mobility35.org, or by visiting our virtual open house at mobility35openhouse.com between Oct. 17 and Nov. 1, 2019. Comments must be submitted or postmarked by Nov. 1, 2019 to be included in the open house documentation. COMMENTS: Managel lane(s) Should be foll lanes. Traffic and the arga will induce demand for more traffic and the arga will be warse off, and with

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(PLEASE PRINT)

COMMENT FORM I-35 Capital Express South Project OPEN HOUSE Thursday, Oct. 17, 2019

5:30 - 7:30 p.m. Akins High School Cafeteria 10701 S. 1st Street, Austin, TX 78748



AFFILIATION: ADDRESS (optional): (Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you: □ I am employed by TxDOT □ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting TxDOT is requesting your comments on the proposed project. Comments may be submitted at this open house, mailed to Mobility35. Texas Department of Transportation, Austin District Office, Attn: David Hawley, P.E., P.O. Box 15426, Austin, TX 78761-5426, or faxed to (512) 832-7157 (Attn: David Hawley, P.E.). You may also submit comments by email to info@mobility35.org, or by visiting our virtual open house at mobility35openhouse.com between Oct. 17 and Nov. 1, 2019. Comments must be submitted or postmarked by Nov. 1, 2019 to be included in the open house documentation.

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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 Dec. 16, 2014, and executed by FHWA and TxDOT.

thank

Emailed Comments

Comments for official record

1 message

Zoila Vega-Marchena
To: info@mobility35.org

Fri, Nov 1, 2019 at 10:24 AM

Please include the following comments in the official record for the south ih35 project.

Preserve as many protected and heritage size trees as possible without impacting their root zones. That is trees 19" or larger (protected) and 24" or larger (heritage).

If you preserve protected or heritage trees, protect 1/2 of the critical root zone with fencing, 3/4 of the root zone if possible for heritage trees. Fencing should not be removed by contractor. Impacts in the root zone include soil compaction from driving machinery, digging to remove pipes, trenching to install pipes, regrading, adding soil, storing equipment, parking vehicles, etc. Include penalties to contractor for damaging preserved trees.

Design sidewalks and multi use paths to be 3 ft away from trunks, winding around trees if needed. When not possible to avoid the 1/2 critical root zone for sidewalks or multi use paths, dig carefully with shovels and do not cut any root larger than 2" without a certified arborist present. Use the sand technique that the city of Austin uses in these cases, building the sidewalk or multi use path above 2 inches of sand without digging for the portion in the 1/2 critical root zone.

Don't leave roots exposed. Don't pile up soil, dirt, rocks, mulch against trunk. Don't cover critical root zone with mulch deeper than 3 inches. Don't regrade critical root zone unless absolutely necessary.

Follow tx dot guidelines for care of large trees that were used for the 183 project, gateway oaks.

Best, Michael Fossum Austin Heritage Tree Foundation. From:

Sent: Friday, October 11, 2019 10:20:22 AM

To: my35 <my35@txdot.gov>; Christopher Bishop <Christopher.Bishop@txdot.gov>; Diann Hodges

<Diann.Hodges@txdot.gov>; Melissa Hurst-C <MHURST-C@txdot.gov>

Subject: My35 E-mail

I-35 area of interest: capital

No, my comment is not related to a specific project.

Project:

Comments: Is it a strategic choice to only hold open houses on the edges of Austin? There's no way I can get 15 miles north or south after work in rush hour traffic. It seems very clear that you don't want any feedback. For what it's worth, I hate this project, it won't help, and \$700 million could buy a lot of trains so we wouldn't need this project.

Name: Miles Payton

Address:

Austin, Texas 78705

From: **rafa m.**Date: Wed, Oct 30, 2019 at 1:53 PM Subject: Planet K Onion Creek To: <info@mobility35.org>

I attempted several emails and the fax number doesn't accept faxes.

[Quoted text hidden]



20191030_135134.jpg 2575K



COMMENT FORM I-35 Capital Express South Project OPEN HOUSE Thursday, Oct. 17, 2019 5:30 - 7:30 p.m.



Akins High School Cafeteria 10701 S. 1st Street, Austin, TX 78748 (PLEASE PRINT)

NAME: Ratael Murray AFFILIATION: Manet & Dijoulier
ADDRESS (optional):
(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
□ I am employed by TxDOT □ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting
TxDOT is requesting your comments on the proposed project. Comments may be submitted at this open house,
mailed to Mobility35, Texas Department of Transportation, Austin District Office, Attn: David Hawley, P.E., P.O. Box 15426, Austin, TX 78761-5426, or faxed to (512) 832-7157 (Attn: David Hawley, P.E.). You may also submit
comments by email to info@mobility35.org, or by visiting our virtual open house at mobility35openhouse.com
between Oct. 17 and Nov. 1, 2019. Comments must be submitted or postmarked by Nov. 1, 2019 to be included in the open house documentation.
COMMENTS: (1) We would like to know the measurment
of the new property line from the old one.
(2) We are opposed to any type of curbing
Ve could submit to a level sidewalk with
Ve could submit to a level sidewalk with
NO corb.
We could submit to a level driveway
entry without corbs.
Curbs would be a danger to
pedestrians and motorists as well.
- Thank You

This form may be used to provide comments on this project. Any questions on this form will not be considered an open records request and will not be treated as such. If you wish to submit an open records request, please do so separately.

Verbal Comments

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2	*************
3	TEXAS DEPARTMENT OF TRANSPORTATION OPEN HOUSE
4	CAPITAL EXPRESS SOUTH PROJECT
5	CALITAL EXTRESS SOUTH TROUBET
6	OCTOBER 17, 2019 5:30 P.M. TO 7:30 P.M.
7	*************
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10	HELD AT: AKINS HIGH SCHOOL 10701 S. 1st Street
11	Austin, Texas 78748
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U.S. LEGAL SUPPORT, INC 713-653-7100

* * * * * COMMENTS * * * * *

RAY SALAZAR: Interstate 35 -- You will never be able to straighten Interstate 35 out with the traffic that we have now, ever, because of the embargo from Mexico to Canada. We have thousands of trailer trucks going through there every week, 18-wheelers, and you cannot avoid the traffic there.

You cannot make it any wider than what it is because it's private property. You cannot do it. You cannot put another lane anywhere else. It's as wide as you're going to go. I had one solution to it, but there was no -- there's not enough money to build it, and that's an upper deck from Buda to Round Rock.

And you cannot put a toll road on 35, not in Austin, Texas. We have too many wrecks, and people get killed there on the hour. Yeah. Whoever designed it back in 1960, it was obsolete before they got through with it. Before they even got through with it, there were -- five people got killed on it, when it was under construction. A fire truck caught on fire, yeah.

But they don't use the 130 or 45. The trucks were meant to use it, but they don't use it. The toll road, for them, is too expensive. They can't afford to pay it. And they're fixing to go up on it. They're fixing to raise the toll.

The City of Austin did an injust to all the

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Texas people. They should have never, never, never sold it to any private companies. They should have kept it within the City of Austin. Then they could have managed the toll road.

Okay? And the fees to the toll road.

I, for one, don't use toll roads. I, for one, use 35, but I use it -- when I go and drive out of town, I usually go 1:00, 2:00 in the morning, yeah. I don't do it -- I don't go nowhere else -- out nowhere after 11:00 in the morning, no.

I'm a -- I retired in '95. I'm 100 percent disabled from the Vietnam War. My wife is also a disabled person. The only time we go out is when -- to buy groceries or go see a doctor during the day, to do visitations to the medical staff, doctors, or grocery stores. We don't do no sporting arenas. We see everything on television, yeah.

And -- But we are tourist people. Yeah, we're tourists.

That's why I say City of Austin does an injust to all the people here. They don't cater to the property tax owners. They cater to the homeless only. They don't cater to the traffic. They don't cater to the taxpayer, period. Okay? They forgot about the senior citizens. They are 24/7 only on homeless, nothing else. They've spent millions and millions of dollars on the homeless without the taxpayers' approval of it. They don't have a voice. Taxpayers don't have a voice, you know.

And they're fixing to close a dozen elementary schools, and that money is going to be used for the homeless when they sell the property to developers, and that's millions and millions of dollars.

They've got a proposition on the board right now, and instead of using it for traffic, they're going to spend almost \$70 million on the homeless, and they're going to address individuals with a bonus of \$23,000 or more per homeless person. I'm sorry. They break the law every day. They don't give anybody else anything.

We come here and bitch and complain. Nobody hears about it. Homeless stays underneath the bridge, drink their whiskey, do their drugs, have their sex, do whatever they want to do, and the City just gives them anything, you know.

I've been living here since 1940, in this town.

I've seen the good and the bad and the ugly and -- but there's not a solution to anything here in Austin. You know, the people are voted -- the City Council is voted in. The mayor is voted in. The governor is voted in. And they just stand by with their hands in their pockets and raise the taxes of everybody here and give it to the homeless.

I live in a moderate-type home, 1,345 square feet, and my taxes are over \$10,000 a year, and that goes to the homeless, yes. Yeah, like I said, the streets in Austin need lots and lots of repairs, lots of repairs, but they don't

repair them because the money is wasted somewhere else.

I feel that the kids that are losing their schools are being -- are going to be bused to another school and be overcrowded, and they will not get their education, like they're doing now. The teachers are going to lose their jobs.

Where are you going to put all these hundreds of teachers? And they're on -- And in Chicago, they're on strike.

I feel that the education for the child here is a No. 1 priority. They should not close schools down. If they need repair, repair them. Take the homeless away from Austin. Use that money to repair your schools and educate the kids. Every year that goes by, you need education.

25, 30 years from today, if you don't have education, you're going to starve to death. You're going to be on the streets, like these people are right now. Everything goes up. Everything. Rent goes up. Property tax goes up. Water line goes up. It's terrible. And if they close the schools down, like I said, where are the kids going to get their education from? You can only put so many in a classroom.

And traffic-wise, if it's not there right now, it'll never be there. It'll never be there. Times are changing overnight and -- You cannot -- You cannot build more lanes downtown, private streets. You cannot build no more lanes on Congress. You cannot build no more lanes on any streets in Austin because, once -- once again, instead of

building and making it wide, it takes one or two lanes out and gives them to the bikes or bicycles.

Not everybody rides a bike, and they don't enforce the law on bicycles like they do on cars. Okay? There's a reason a lot of these kids -- people that ride bikes get hurt, because they cross the red light. They cross the stop sign. They're not -- They don't cooperate with the automobiles. Okay? They're in danger all the time.

And another thing, we've got two things now in Austin that we should not have ever gotten. It's making it worse. And they're scooters. My God. People on scooters, they go right through the middle of cars and they don't care.

I think I've said enough.

RAFAEL MURRAY: I just wanted to comment about the current conditions of Slaughter Creek Overpass in that the light timing and the flow of traffic is off currently. Only about four or five cars are able to go through that intersection coming northbound on the access road, crossing over Slaughter Creek Overpass, headed southbound. Oftentimes, people are left in the middle of -- or leave themselves in the middle of the intersection because of that.

As well, the way the lanes are separated on top of the overpass, the turn lanes kind of -- people tend to merge over and cross over them because part of the problem with traffic on that overpass is that most people are turning left,

1	not going straight into the apartment complex, and so the
2	traffic backs up immediately while the right-hand lane is
3	empty.
4	That's about it.
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U.S. LEGAL SUPPORT, INC 713-653-7100

1	
2	***************
3	REPORTER'S CERTIFICATION
4	TEXAS DEPARTMENT OF TRANSPORTATION OPEN HOUSE
5	CAPITAL EXPRESS SOUTH PROJECT
6	OCTOBER 17, 2019
7	***************
8	I, Sherri K. Williamson, hereby certify that the
9	facts stated in the foregoing pages are true and
10	correct.
11	
12	
13	
14	GIVEN UNDER MY HAND on this the 18th day of October,
15	2019.
16	
17	Musik-
18	Sherri K. Williamson TX CSR #5105, Expiration: 7-31-21
19	U.S. Legal Support, Inc. Firm Registration No. 10558
20	Austin Centre 701 Brazos, Suite 380
21	Austin, Texas 78701 (512)292-4249
22	(312)292-4249
23	
24	
25	

U.S. LEGAL SUPPORT, INC 713-653-7100



PUBLIC INVOLVEMENT COMMENT REGISTER MOBILITY35 CAPITAL EXPRESS SOUTH IN TRAVIS COUNTY

NAME/ORGANIZATION/ADDRESS	Check each of the following boxes that may apply to you:
Ray Salazar	□ I am employed by TxDOT X I do business with TxDOT □ I could benefit monetarily from the project or other item about which I am commenting on
11	I am employed by TxDOT I do business with TxDOT I could benefit monetarily from the project or other item about which I am commenting on
Ratael Murray"	□ I am employed by TxDOT □ I do business with TxDOT □ I could benefit monetarily from the project or other item about which I am commenting on
- 1 L	□ I am employed by TxDOT □ I do business with TxDOT □ I could benefit monetarily from the project or other item about which I am commenting on
,	□ I am employed by TxDOT □ I do business with TxDOT □ I could benefit monetarily from the project or other item about which I am commenting on

OPEN HOUSE

Akins High School, October 17, 2019

VOH Comments

Name	Comment	I am employed by TxDOT	I do business with TxDOT	I could benefit monetarily from the project or other item	Sign up for our newsletter
Roland Pena	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.				Х
Matt Desloge	don't expand it, just maintain it - the price of capacity is way too high. Induced demand is real. maybe look at ways of increasing				
matt Boologo	the number of people that travel, not the number of vehicles?				
Tim Thomas	I live right next to this highway. We need to transition away from its use. Any non-transit use of the lanes should be congestion				
	priced and poured into adding transit and active transit to the state. Any new lanes should be paired with bike lanes, trails, and				
	sidewalks.				
Kevin Quist	I briefly looked over the schematics and wanted to mention: I would like the managed lanes revenue to be funneled into public				
	transportation funding. As a society and state, we cannot rely on single occupancy vehicles alone! We need to start creating				
	alternative systems that promote transit/walking/cycling. Thanks				
Traffic and Transit					
Deborah Ormerod	A major improvement would be to get the 18 wheeler s off 35. I go 10 exits and counted 118 18 wheeler s on one trip We need				
	all the lanes for cars. nothing else.				
Thomas Williams	* Please integrate this project with transit centers and mobility hubs to maximize transit and HOV usage				
	* Consider access points and improvements to roads for access to managed lane facility				
	* Consider parallel bike/ped trails in addition to striped lanes on frontage roads				
	* Restrict trucks to outside lanes; provide incentives to trucks to use SH 130		Х	Х	
	* provide incentives/priority use for electric and plug in hybrid vehicles in managed lanes				
	* Implement user fees to manage demand and maintain speeds on managed lanes				
	* Implement incentives (coupons for SOV managed lane use) if user takes transit X number of times				
Mariah Contreras	If I am understanding this correctly, we will expand by 2 lanes in each direction (five total) and then go back to 3 lanes once you				
	get to Riverside-ish region? I understand toll projects are on hold, but wouldn't it make sense to take the four new lanes and make				
	them double-decker through downtown? This is where the congestion is. I know there are issues with Slaughter Overpass to 71				
Tom Kolko	area, but the addition of the lanes there can progress to a doubledecker toll?				Х
Aldo Fritz	The highway improvement projects and adding capacity projects are long overdue in the Austin area				Α
Aldo Fritz	It would be great if the project would allow for regional multi-modal transportation that integrates lightrail, BRT, and other forms of transportation and laying down the foundation for better connections to San Antonio, and even DFW region.			X	
Tolled lanes	transportation and laying down the foundation for better connections to sair Antonio, and even by Wiegion.				
Marian Casey	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and				
manan oasey	built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that				
	they already are helping MoPac (Loop 1).				
	I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough				
	money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am				
	encouraged to see the North and South sections moving forward, we must use every available mechanism — including express				
	lanes — to ease congestion and improve mobility along the entire IH-35 corridor.				
Sydney Loyed	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and				
	built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that				
	they already are helping MoPac (Loop 1).				
	I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough				
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Cameron Pawelek	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.				
Sarah Simpson	#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.				
	#2: Any new lanes should be created for the dedicated use of public transit, whether that be bus (or in the future rail). Allowing				х
	public transit which is carrying more people more efficiently should be given priority vs. single-occupant vehicles.				
	#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.				
Josh Miksch	Solving our region's growing mobility challenges requires the utmost urgency in advancing a thorough, impactful, fiscally sound				
	and expeditious improvements. While no single solution will solve all of our mobility needs, Central Texans need more options in how they get around the region.				
	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 they already are helping MoPac (Loop 1).				
	I recognize and applaud the hard work of state lawmakers in funding transportation improvements and while I am encouraged to				
	see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.				
	Thank You				
Bill Gregory	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and				
8}	built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that				
	they already are helping MoPac (Loop 1).				
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	encouraged to see the North and South sections moving forward, we must use every available mechanism — including express				
	lanes — to ease congestion and improve mobility along the entire IH-35 corridor. I think more people will pay for a lane rather than carpool. That being the case, why not charge for the lane usage and use the				
	money for this project AND RAIL PROJECTS!				

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Kyle Kerrigan	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that				
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Stephanie Voutselakos	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and				
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Davida	lanes — to ease congestion and improve mobility along the entire IH-35 corridor.				
Deyla	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that				
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	encouraged to see the North and South sections moving forward, we must use every available mechanism — including express				
	lanes — to ease congestion and improve mobility along the entire IH-35 corridor.				
Ed Ireson	Variable tolled lanes should be utilized, at a minimum for the express/HOV lanes, and to ease congestion at peak hours.				
	Please also consider include ample safe pathways for human-scale transit - pedestrians and bikes.				
Clint Sayers	I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough				
	money to build trans-formative, capital intensive road projects like the improvements planned for IH-35.				
	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and				Х
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Annetta Petropoulos	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and				
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Clayton Hoover	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).				
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Monti Jefferson	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.				
Truman H Fenton	I favor managed HOV lanes for the new 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.				х
Crispin Ruiz	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).				
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Jeri Stone	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.				
Keeley Shrode	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).				
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Janice Hillenmeyer	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). The majority of traffic using this corridor are single occupancy vehicles and trucks. Putting HOV lanes isn't going to help if no one is	х			
	able to use them because they don't qualify as an HOV.				
Jan Fulton	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).				
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Brianna Frey	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.				
John Andersen	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).				х
Megan Frey	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.				
JD Moore	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac. I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough				
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Cid A Galindo	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).				
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Glenn Hart	Why are variable toll lanes similar to Mopac Expressway not being considered to still allow free flow of transit and also provide a sustaining revenue source?				
Burnie Burner	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.				
Robert Burton	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). There is not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.				
AMY HARDING	Please use express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).				
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Jennifer Todd-Goynes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).				
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Charles A. Betts	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.				х

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Lonny Stern	Hello –				
	I would like to advocate for two things:				
	1) Using variable-price tolling lanes (instead of HOV lanes) on I-35				
	2) Reducing the number of cross-streets in the downtown section. The City of Austin will eventually seek to "cap" this section of the highway. We have discussed using that area as park space, but it will be difficult to do that if there is a 45 MPH crossing and turn around every block downtown.				
	Thanks for your help to improve this infrastructure for our community!				
Richard Kooris	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.				
	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).				x
	I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.				
Lora Herring	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).				
	I have lived nearby I-35 for 28 years. I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.				х
Bryan	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).				
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najad baltaji	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).				
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Margaret Robinson	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).				
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Annette French	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).				
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Terrence	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).				
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Jessica Grahek	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.				

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Elizabeth Buongiorno	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and				
	built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that				
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	encouraged to see the North and South sections moving forward, we must use every available mechanism — including express				
	lanes — to ease congestion and improve mobility along the entire IH-35 corridor.				
Tom Stacy	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and				
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Alex Westermann	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and				
Alox Wootermann	built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that				
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	encouraged to see the North and South sections moving forward, we must use every available mechanism — including express				
	lanes — to ease congestion and improve mobility along the entire IH-35 corridor				
Julia Taylor	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.				
Dana Hansen	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and				
	built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that				
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Dava Hansan	lanes — to ease congestion and improve mobility along the entire IH-35 corridor.				
Dana Hansen	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and				
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C. Brian Cassidy	The I35 Capital Express Project should be built as 2 variable tolled managed lanes in each direction throughout all segments, including the southern 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 manged 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.				
Jacqueline Dudley	Solving our region's growing mobility challenges requires the utmost urgency in advancing a thorough, impactful, fiscally sound and expeditious improvements. While no single solution will solve all of our mobility needs, Central Texans need more options in how they get around the region. 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 they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements and while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor. Thank You.				
Leticia Estavillo	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor. Thank You.		х		х
Kimberly Nordhoff	Solving our region's growing mobility challenges requires the utmost urgency in advancing a thorough, impactful, fiscally sound and expeditious improvements. While no single solution will solve all of our mobility needs, Central Texans need more options in how they get around the region. 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 they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements and while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor. Thank You.				

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Justin Brodnax	Solving our region's growing mobility challenges requires the utmost urgency in advancing a thorough, impactful, fiscally sound and expeditious improvements. While no single solution will solve all of our mobility needs, Central Texans need more options in how they get around the region. 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 they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements and while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor. Thank You.			х	
Sierra Holloway	I think express lanes would be very beneficial along the IH-35 corridor. This would help ease congestion by diverting some traffic onto a single fast-paced lane and discouraging merging in and out of the left lane (slowing down traffic). This has been very beneficial on Mopac/Loop 1, so I think it will also be beneficial on IH-35. Thank you for your work to fund transportation improvements in the central Texas region.		х		
Roland Pena	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by divertingsome traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects likethe improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor. Thank you.				
Patrick Rose	Solving our region's growing mobility challenges requires the utmost urgency in advancing a thorough, impactful, fiscally sound and expeditious improvements. While no single solution will solve all of our mobility needs, Central Texans need more options in how they get around the region. 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 they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements and while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor. Thank you, Patrick				х
Michael Aulick	Rather than HOV lanes on IH 35, please install managed express lanes with variable pricing. This has worked very well on Loop 1 N. It is also very supportive of express buses, which are very important to permit people to escape congestion. Ridership on CMTA buses which use Loop 1 N has increased 40% since the express lanes were opened. We need this new kind of facility to fight our growing congestion; HOV lanes are much less effective. Thank you.				

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Andrew Grimm	Solving our region's growing mobility challenges requires the utmost urgency in advancing a thorough, impactful, fiscally sound and expeditious improvements. While no single solution will solve all of our mobility needs, Central Texans need more options in how they get around the region. 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 they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements and while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor. Thank You.				
Lanc Coplin	TxDOT Officials, Our region's exigent mobility challenges require rapid and fiscally sound implementations. While no single solution will solve all of our mobility needs, Central Texans need more options in order to maintain current navigation times throughout the region. Please utilize express lanes (also known as managed variable toll lanes) on Interstate Highway 35 (IH-35). Express lanes will help ease congestion by diverting some traffic onto toll lanes; as driver demand for use of IH-35 increases, managed toll lanes will provide a valuable alternative to the current option of wading through dense IH-35 congestion at nearly all hours of the day. While managed toll lanes represent an imperfect and partial solution, similar lanes have helped to significantly reduce drive times on MoPac Expressway (Loop 1). Historically Central Texans have enjoyed an excellent live/work environment rich with natural amenities, and over the past 20 years we've enjoyed a new level of economic prosperity. Increased traffic congestion is an unfortunate symptom of our success, but there are proven strategies with the potential to solve the transportation puzzle. Managed toll lanes are a key piece of the puzzle. I recognize and applaud the hard work of state lawmakers in funding transportation improvements and while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor. Many Thanks, Lance				
Andrew D smith	I-35 should not be expanded, it should be tolled.				
Stephanie Scholten	I disagree with this project: intensifying the amount of polluting high-speed traffic through the middle of a city is highly inappropriate because it is at odds with pedestrians, cyclists, health, and connected walkable communities. That being said, any new lanes should be dynamically-priced toll lanes to discourage induced-demand driving. Current frontage roads are unsafe for pedestrians and bicycles—any new/redesigned frontage roads should be designed for 30 mph (or lower) traffic. As a person who primarily walks and bikes, there should be NO slip lanes like on Slaughter—they are dangerous to pedestrians and cyclists and discourage that type of mobility through fear. Any ped/bike crossings should be raised and include other safety features recommended in NACTO specifications to slow down cars and make people the priority. All bike lanes need to be fully protected and comfortably designed for all ages from children to elderly.				

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James Cain	Solving our region's growing mobility challenges requires the utmost urgency in advancing a thorough, impactful, fiscally sound and expeditious improvements. While no single solution will solve all of our mobility needs, Central Texans need more options in how they get around the region.				
	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 they already are helping MoPac (Loop 1).				
	I recognize and applaud the hard work of state lawmakers in funding transportation improvements and while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.				
	Thank You.				
Hal	Solving our region's growing transportation challenges entails the utmost necessity in advancing a thorough, impactful, fiscally sound and expeditious improvements. 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 they already are helping MoPac. I recognize and applaud the hard work of lawmakers in funding transportation improvements and while I am encouraged to see				
	the North and South sections moving forward, we must use every available mechanism — including express lanes — to lessen congestion and improve mobility along the entire IH-35 corridor. Thank You.				
Ali Khataw	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.				
Josh Lickteig	Solving our region's growing mobility challenges requires the utmost urgency in advancing a thorough, impactful, fiscally sound and expeditious improvements. While no single solution will solve all of our mobility needs, Central Texans need more options in how they get around the region. 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 they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements and while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor. Thank You.				
Brandon Halpin	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.				

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Benjamin Blackburn	Hello, First of all I would like to express how much I would fully endorse Sinclair blacks proposal to Berry I 35 through the middle of Austin. I know this would be extremely expensive but I'm willing to have my taxes increase to pay my fair share for the wonderful				
	benefit that this would have on the city of Austin. I understand that this may be a longshot that will ever be achieved but what we can do in the immediate near future is to install manage lanes				
	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).				х
	I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.				
	Thank You.				
	Benjamin Blackburn				
Kevin Hoffman	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.		X		
Maureen Kelly	Please use express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).				
Nicolas Sfeir	Hi there, please consider the following for the I-35:				
	Consider adding HOV and Express Lanes Consider adding Toll lane		Х		
	Add lanes in Austin				
Kalla Balland	Frankly all the above solutions to relieve the congestion.				
Kelly Ballard	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that				
	they already are helping MoPac (Loop 1).				
	I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough				
	money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express				
	lanes — to ease congestion and improve mobility along the entire IH-35 corridor.				
	Thank You				
[main rou				

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Natassia Marie Smith	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).				
	I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.				
Kim Fernea	Thank You. Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and				
	built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).				
	I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.				х
	Thank you.				
Lindsay Wood	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).				
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Mike Kennedy	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).				
	I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.				х
	Thank You.				

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Brittany Glasschroeder	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).				
	I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.				
	Thank You.				
Jerry Frey	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.				
	Thank You.				
atul patel	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express				
	lanes — to ease congestion and improve mobility along the entire IH-35 corridor.				
	Thank You.				

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David Huter	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor. Thank You.		х	х	х
	David Huter				
Casey Burack	Please toll the managed lanes so that we can toll the Central Segment!				
Farmer	Please consider utilizing variable speed managed lanes (toll lanes) when constructing this project. We need to maximize the number of new lanes and this would be a viable financing mechanism. Thanks for your consideration.				
Jerry Ramos	Recommend that TxDOT consider tolling the project in order to expedite construction.		Х		
Dana Harris	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor. Thank You.				
John Munoz	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.		Х	X	
ROGER BORGELT	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am				х
	encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor. Thank You.				

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Shaun Cranston	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor. Thank You.				х
Andrea Sanchez	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor. Thank You.				
Matthew Geske	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor. Thank You.				
Monica valdez	This should be a toll. Why is Austin so opposed to toll Lanes? Houston and Dallas use them and for the amount of people they are moving through the city, they have excellent roadways. On the other hand, San Antonio hates tolls and has horrible roadways. Tolls help to find the projects andfor maintenance. Why struggle to raise the money when people that use the toll can find it? I moved to Austin from Houston and the roads are my biggest complaint. Learn from the bigger cities and how they run things.				
Marvin Chaney	Put tolls on those lanes and give discounts to those carpooling. I am also confused about the entrance/exits from these lanes and onto SH 45 and SH 71. Are those proposed to get managed lanes in the distant future? If so, let's see some drawings showing how that fits into the overall scheme.				

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Ben Howell	Without tolls, I don't see how these HOV lanes will consistently be free-flowing and allow for an improved transit experience. Mentioning the tiny benefits to transit in your materials is "green-washing" an otherwise environmentally degrading project. I'm not fooled, and I doubt many others are.				
	Based on similar projects (I-10 expansion in Katy) this project will likely not accomplish goals of reducing travel times, and will encourage more development at the fringes of town, further weakening any travel time reductions in the long-term. I bet the rural & suburban landowners are thrilled though, because this amounts to a major cash giveaway to them. And yet most of your revenue comes from cities. You're misusing public funds.				
	Your plan encourages more climate-damaging behavior. Your agency is culpable for that, and I hope you get sued for the harm your agency is doing to future generations well-being. Cheers.				
Chris Wojtewicz	any new lanes should be variable priced toll lanes				
Liza Wimberley	any new lanes should be variable priced toll lanes		<u> </u>		
Justin Spillmann	The location of the north bound exit ramp just north of Slaughter lane needs to be moved back to where it is now, so that people can access their properties without having to go thru the Slaughter lane stop light. The location of the exit ramp in the proposed plans is too far north and will result in significantly more traffic having to use an already congested Slaughter lane intersection, instead of being able to exit where the ramp is now.			х	
Non-tolled managed lan					
Cindy Brummer	I am glad to see managed lanes on I-35 are not tolled. I am tired of tolls being on every road. I do not support tolling everywhere,				
	and I support what is expressed in this project.				
Frederick A Mitchell	I have been living in Austin for most of my 31 years and I am opposed to putting in toll roads on one of the highest traveled roads in the city. The toll road on MoPac has not eased congestion as lawmakers said it would; the money and work would have been better used in just expanding the road. The amount of space used in the MoPac expansion of 1 extra lane in each direction could have been used for 2 full lanes if not for the toll road separation and I am sure that if an expansion to IH-35 were to happen, there would be ample room to expand the road without making it a toll road and making fewer people able to travel on said expansion.				
Greg	PLEASE NO toll lanes HOV lanes are a great idea, but there are too many toll roads lately. We (the public) already own this right-of-way, just reconfigure it to suite our needs. We already fund road projects thru the fuel tax, but government has mis used/allocated the funds to other 'pet' projects. Just use our fuel tax dollars as they were intended and there will be plenty of money to improve and maintain our roadways.				
Krystal A Shaw	I applaud the use of non-tolled lanes and encouraging carpooling!				
Monica Luxon	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,				Х
Peter Birk	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.				х
Sheri DeSpain	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.				
Meredith Matthews	No more toll lanes! Please add HOV lanes!!				
Wendy Gonzales	Please keep any lanes added FREE for drivers to use.				
Tom Van Pelt	The non-tolled managed lanes proposed in this plan would greatly benefit drivers on I-35 South. Congestion will decrease and the flow for bikers and pedestrians will become more efficient.				
wallace walker	let's get those additional lanes open then see if we still need those managed lanes		<u> </u>		Х

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Rhett Bigham	I feel toll roads just separate the public by discriminating based on financial ability to pay. HOV lanes are good & encourage carpools. However, the best solution that would solve the congestion issue on I-35 going through Austin, San Marcos, New				
	Braunfels, etc., would be for the government to purchase I-130 toll road & make it the free bi-pass expressway around all these				
	congested cities for all vehicles using I-35 for long distance. A large percentage of the traffic has no interest in stopping in these cities nor driving through the heart of them.				
Aaron	I think that providing all these additional HOV lanes is wonderful and is a progressive move towards solving todays problems!		х		
Susan Pantell	Managed lanes should require at least three people per vehicle.				
N Gordon	The managed lanes as designed have far too many ingress/egress points to the point where you may as well make them general travel lanes.				
	Some examples similar to what TXDOT wants to build that have less:				
	The Katy Managed Lanes in Houston.				
	I-96 in the near suburbs of Detroit				
	The Dan Ryan Expressway in Chicago.				
	Furthermore, I have safety concerns over the option that has been floated over making these truck-only lanes. How would these				
	lanes, added to the inside of IH-35, mesh with the prohibition on trucks from being in the left-most lanes of that road. I see massive weaving issues, causing congestion and safety concerns from that setup in Buda, Kyle and Round Rock if creative				
	solutions are not utilized.				
Ronda Barton	Please continue plans for HOV lanes on I-35 and please DO NOT add ANY toll lanes to I-35.				
	Thank you,				х
	Ronda Barton				
William Cannon					
scott	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.	х			
Slaughter Lane					

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Mary Pustejovsky	The slip lanes at Slaughter are scary to me as someone who walks and bikes, but also as someone who drives. The crossing for people walking and biking needs to be RAISED to SLOW vehicles down significantly. Ideally there would be no slip lanes at all, but if it is too late to take them out of the project, they need a raised crossing. Slaughter is one of the most dangerous roads in Austin, with many crashes, and many fatalities. We need to design our streets so that people do not die when hit by motor vehicles. This means that all frontage roads need a design speed of 30mph, as recommended by NACTO standards. Also, the bike lanes/shared use paths need significant protection to prevent errant vehicles from coming onto the curb. People have been killed while waiting for a bus stop or walking when drivers lose control of their cars and drive up onto the sidewalks. Especially with the number of large trucks and other vehicles with lift kits, it's easy for them to drive up and strike a person walking or biking. That also means that people don't feel safe walking/biking, and choose to drive instead, increasing pollution, noise, and carbon emissions.				х
Adelaida Perez	There needs to be an express lane exit for Slaughter and/or FM 1626 in order to benefit commuters from these growing neighborhoods.				
Onion Creek					
Rafael Murray	On behalf of the Planet K Onion Creek: 1. We would like to know the measurement of the new property line from the old one 2. We are opposed to any type of curbing involved with installing sidewalks, roadways, or entries. We could submit to a level sidewalk with no curb. We could submit to a level driveway entry without curbs. Curbs would be a danger to pedestrians and motorists as well. Thank you.				
Project Support					
Alan McKendree	Looks good in general. I'm not clear on why an HOV lane is preferable to an additional main lane. Is it just social engineering, to reward people who carpool?				
	I do see the advantage to having a managed lane dedicated to trucks.				
Dick Sanger	I am highly supportive of this plan and what it can bring to Austin. Dick Sanger				х
Bike/Ped	ora sanger				
Heyden Walker	-Stop putting humans, people walking or riding bikes, in clear zones -any new lanes should be variable priced toll lanes -frontage road design speed should be 30 mph or lower -all pedestrian/bike crossing should be raised and include other safety design tools per NACTO specifications -all bike lanes should be fully protected -reduce the number of entrances and exits -no slip-lanes, they're too dangerous to pedestrians and cyclists				
Liza Wimberley	all pedestrian/bike crossing should be raised and include other safety design tools per NACTO specifications -all bike lanes should be fully protected -no slip-lanes, they're too dangerous to pedestrians and cyclists				
Chris Wojtewicz	all pedestrian/bike crossing should be raised and include other safety design tools per NACTO specifications -all bike lanes should be fully protected -no slip-lanes, they're too dangerous to pedestrians and cyclists				
Kelsey Nunez	I feel strongly that new lanes should be variable tolled. All bike lanes along frontage roads should be fully protected and there needs to be a reduction in the number of exits/entrances.				

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Environmental					
Dan Keshet	Adding more lanes to I-35 will do more to devastate Texas' natural environment than anything else you could imagine a government rationalizing is "acceptable." It's not just about the land taken for I-35 ROW: it's about the millions of new, polluting car trips taken to land that's currently nature. It's about the hundreds of thousands of new homes set up in places far from current human habitation. No new lanes!				
Chris Wojtewicz	No more climate-destroying, sprawl-inducing, neighborhood-separating, roads				
Liza Wimberley	No more climate-destroying, sprawl-inducing, neighborhood-separating, roads and highways				
Henry A Long	A highway expansion will not solve the congestion on I-35. In all likelihood, it will worsen the problem. Furthermore, it will induce new demand for driving, wrecking the planet and ruining the health of everyone who lives near I-35. This project will make the world measurably worse, and it is absurd to spend billions on it.				
Michael Fossum	Preserve as many protected and heritage size trees as possible without impacting their root zones. That is trees 19" or larger (protected) and 24" or larger (heritage).				
	If you preserve protected or heritage trees, protect 1/2 of the critical root zone with fencing, 3/4 of the root zone if possible for heritage trees. Fencing should not be removed by contractor. Impacts in the root zone include soil compaction from driving machinery, digging to remove pipes, trenching to install pipes, regrading, adding soil, storing equipment, parking vehicles, etc. Include penalties to contractor for damaging preserved trees.				
	Design sidewalks and multi use paths to be 3 ft away from trunks, winding around trees if needed. When not possible to avoid the 1/2 critical root zone for sidewalks or multi use paths, dig carefully with shovels and do not cut any root larger than 2" without a certified arborist present. Use the sand technique that the city of Austin uses in these cases, building the sidewalk or multi use path above 2 inches of sand without digging for the portion in the 1/2 critical root zone.				
	Don't leave roots exposed. Don't pile up soil, dirt, rocks, mulch against trunk. Don't cover critical root zone with mulch deeper than 3 inches. Don't regrade critical root zone unless absolutely necessary.				
	Follow tx dot guidelines for care of large trees that were used for the 183 project, gateway oaks.				
Noise					
Ellen Ruth Sullivan	My home is just west of S 1st at 1626; traffic noise is already a concern, particularly when weather is favorable for noise to travel and bounce. It is quite noticable, particularly on the second floor, when the windows are open. While I would probably benefit from this change in terms of transportation, I feel that noise will only get worse. And since the noise is primarily from tires on the road, even the advent of electric cars won't really rememdy it.				
	This will be even more noticable for the many homes being built along the highway.				Х
	And there are studies showing that this noise is harmful.				
	I suggest dense planting of native trees along the highway where possible. Even one line of trees will help somewhat; irregular, soft material helps muffle sound the best.				
Design					

Name	Comment	I am employed by TxDOT	I do business with TxDOT	I could benefit monetarily from the project or other item	Sign up for our newsletter
Chris Wojtewicz	frontage road design speed should be 30 mph or lower				
	reduce the number of entrances and exits				
	-no slip-lanes, they're too dangerous to pedestrians and cyclists				
Liza Wimberley	frontage road design speed should be 30 mph or lower				
	reduce the number of entrances and exits				
	-no slip-lanes, they're too dangerous to pedestrians and cyclists				
Paul D Sistare	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.				
Adam Greenfield	I strongly oppose this project and urge TxDOT not to expand any part of I35.				
	There is no good reason to expand I35. We know that expanding roadways doesn't ease congestion; wider roads merely induces more driving.				
	We know that wider roads means more crashes, fatalities, and life-changing injuries; I35 through Austin already has an appalling safety record, representing 26% of all fatalities in 2018.				
	We are also in a climate crisis. How can TxDOT possibly keep going down this ruinous path, laying waste to the lives of future generations?				
	Rather than waste another colossal amount of public funds on a worse-than-useless project, TxDOT should take a fraction of the proposed budget and use it for public transportation and bicycle and pedestrian infrastructure (which TxDOT does almost nothing for), which move people far more efficiently than automobiles. And why not also a public information campaign to educate the public that expanding roadways doesn't ease congestion?				
	TxDOT, we are in a crisis. It's too late for 1950s-esque infrastructure projects, which were wrong back then and even more so today. We need you to be part of the solution. Do the right thing!				
David	You REALLY need to add additional lanes to the 3 regular lanes already in place. Why in the world does Temple get 4 free lanes with no dividers but Austin gets 3? makes no sense. HOV lanes are great but I-35 NEEDS to have 4 free lanes and 2 HOV lanes. I don't care how much you have to widen the road or correct dumb project you already completed but didn't consider future needs. 3 regular lanes is ridiculous. Add regular lanes and HOV lanes if you really want to do this right.				
Project Limits					
Everardo	Why is this only from onion creek to Ben white? While this would put a bandaid on the traffic. As someone that drive from kyle to north Austin, it would be better if this would expand to at least Buda. What about Oltorf to 15 street. This part of the highway is also always congested everyday.				
	Also, why is there no improvement on onion creek frontage road. There is still a stop sign, why not add more lanes and a traffic light there.				

E. FIGURES

Display Boards / Map Renderings



WELCONE



CAPITAL EXPRESS SOUTH

Proposed Improvements and Project Location

- Adding two non-tolled managed high-occupancy vehicle (HOV)*
 lanes in each direction
- Improving bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings
- Addressing safety and mobility improvements proposed under the Mobility35 Program

*See the HOV board for more information



Mobility35 Capital Express South

I-35 Capital Express South Open House E - 3 Oct. 17, 2019

Project Schedule

Ongoing Public Involvement ANTICIPATED FINALIZE DETAILED CONSTRUCTION DESIGN Early Late Early

2021

2022

Subject to change.

2021

Mobility35 Capital Express South

FINALIZE

PRELIMINARY

DESIGN

Late

2020



High-Occupancy Vehicle Lane

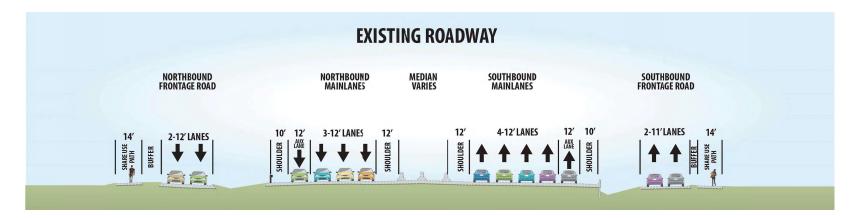
What is a managed high-occupancy vehicle (HOV) lane?

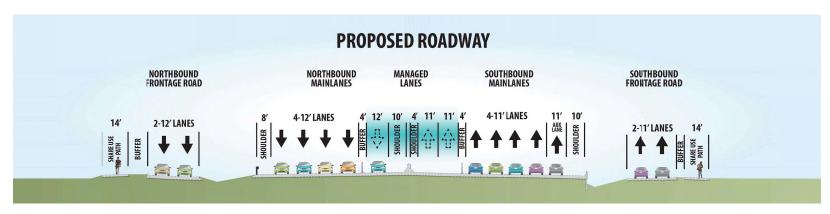
HOV is a lane reserved for vehicles with a driver and one or more passengers, including carpools, vanpools, and transit vehicles.





Typical Section: Stassney Lane

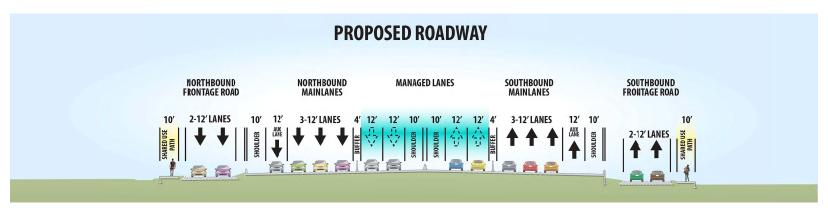






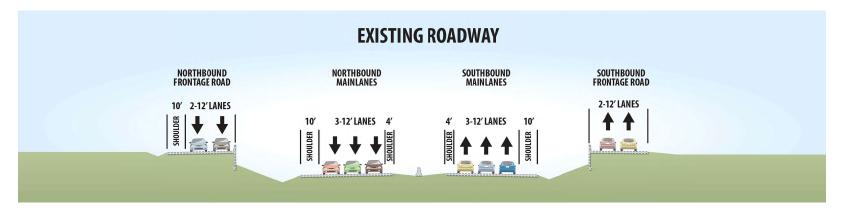
Typical Section: Slaughter Lane

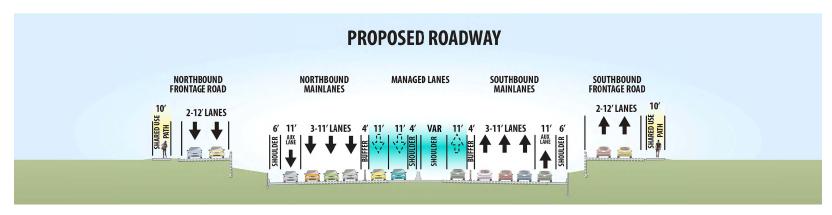






Typical Section: Onion Creek Parkway







I-35 at SH 71





TEXAS DEPARTMENT OF TRANSPORTATION

I-35 at William Cannon Drive





TEXAS DEPARTMENT OF TRANSPORTATION

I-35 at Slaughter Lane





TEXAS DEPARTMENT OF TRANSPORTATION

I-35 at Onion Creek Parkway



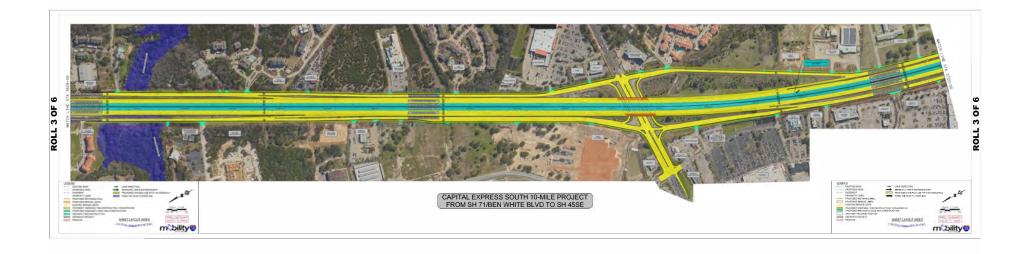
Schematic Map Section 1 of 6



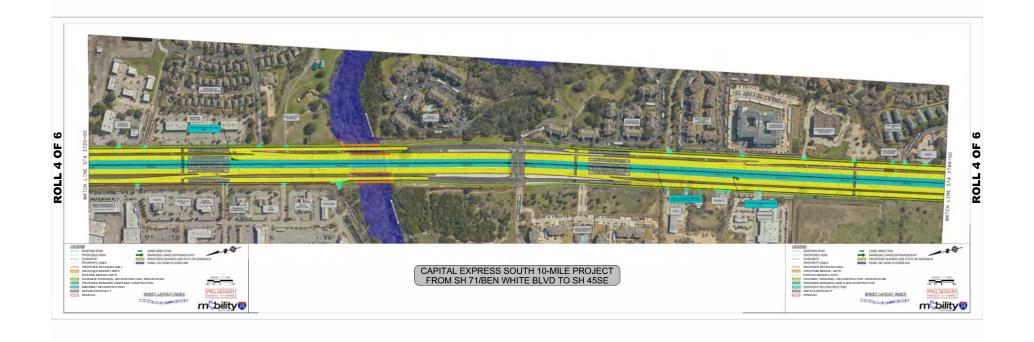
Schematic Map Section 2 of 6



Schematic Map Section 3 of 6



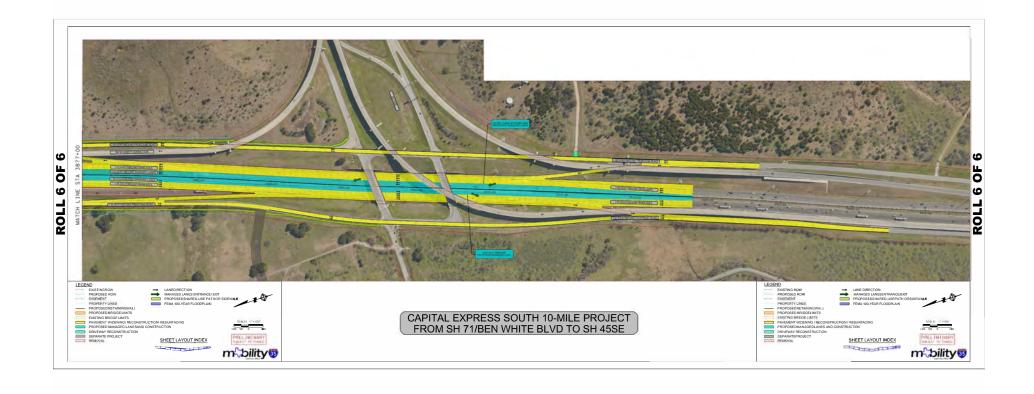
Schematic Map Section 4 of 6



Schematic Map Section 5 of 6



Schematic Map Section 6 of 6



Handouts



COMMENT FORM I-35 Capital Express South Project OPEN HOUSE Thursday, Oct. 17, 2019

5:30 - 7:30 p.m.
Akins High School Cafeteria
10701 S. 1st Street, Austin, TX 78748



(PLEASE PRINT)

NAME:	AFFILIATION:
ADDRESS (optional):	
(Texas Transportation Code, §201.811(a)(5) ☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project): check each of the following boxes that apply to you: or other item about which I am commenting
mailed to Mobility35, Texas Department of Tr. Box 15426, Austin, TX 78761-5426, or faxed comments by email to info@mobility35.org , o	roposed project. Comments may be submitted at this open house, ansportation, Austin District Office, Attn: David Hawley, P.E., P.O. to (512) 832-7157 (Attn: David Hawley, P.E.). You may also submit r by visiting our virtual open house at mobility35openhouse.com ts must be submitted or postmarked by Nov. 1, 2019 to be
COMMENTS:	

This form may be used to provide comments on this project. Any questions on this form will not be considered an open records request and will not be treated as such. If you wish to submit an open records request, please do so separately.

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 Dec. 16, 2014, and executed by FHWA and TxDOT.



FORMULARIO DE COMENTARIOS I-35 Capital Express South Project Sesión Abierta Jueves, 17 de Octubre, 2019 5:30 – 7:30 p.m. Akins High School Cafeteria 10701 S. 1st Street, Austin, TX 78748



(FAVOR DE USAR LETRA DE MOLDE)

NOMBRE:	AFILIACIÓN:
DIRECCIÓN: (opcional)	
☐ Yo soy empleado de TxDO☐ Yo conduzco negocios co	
esta vista pública, o mandad Attn: David Hawley, P.E., P.O Hawley P.E.). También puedo visitar nuestra "sesión abier Noviembre. Los comentarios	mentarios sobre el proyecto propuesto. Los comentarios pueden ser enviados en dos directamente a Mobility35, Texas Department of Transportation, Austin District D. Box 15426, Austin, TX 78761-5426 o por fax a (512) 832-7157 (Attn: David e entregar sus comentarios por correo electrónico a info@mobility35.org , o al ta" virtual en mobility35openhouse.com entre el 17 de Octubre y el 1 de se deben ser entregados o tener sello postal a más tardar el 1 de Noviembre 2019 entación de la sesión abierta.
COMENTARIOS:	

Este formulario puede utilizarse para dar sus comentarios por escrito a cerca de este proyecto. Cualquier pregunta que usted presente en este formulario no se considerará como una solicitud de registros abiertos y no se tratara como tal. Si usted desea presentar una solicitud de registros abiertos, por favor hágalo por separado.

El estudio ambiental, consulta y otras acciones requeridas por las leyes ambientales federales aplicables a este proyecto son, o han sido llevadas a cabo por el TxDOT de acuerdo con 23 U.S.C. 327 y el memorando de entendimiento con fecha 16 de diciembre 2014, y ejecutado por FHWA y TxDOT.

CAPITAL EXPRESS SOUTH PROJECT FACT SHEET





Why improvements are needed

I-35 through Austin is one of the <u>most congested highways in Texas</u>. It serves as the backbone of the local, regional, and national transportation network. Lack of mobility on I-35 threatens the economic livelihood of our city and our state. Improvements to this area are needed due to population and employment growth, which have caused increased congestion in the area.

Program overview

The Capital Express Program comprises three projects (North, Central and South). The North project proposes to add one nontolled managed lane in each direction along I-35 from SH 45 North to US 290 East. The Central project proposes to add two non-tolled managed lanes in each direction along I-35 from US 290 East to SH 71/Ben White Boulevard.

About Capital Express South

The Capital Express South project proposes to add two non-tolled managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. Managed lanes are proposed in high-congestion areas where right of way is limited. These lanes are designed to provide a less congested route than adjacent general-purpose lanes during peak periods for qualifying vehicles. Managed lanes control access by placing restrictions on use. The project also includes additional safety and mobility improvements.

Community input and anticipated timeline*

The development process will incorporate public input from a series of public involvement opportunities, including stakeholder and open house meetings.

Environmental study and schematic design: 2019–2021

Open house: Fall 2019
Final design: 2019-2022
Construction: 2022
*Timeline is subject to change.

Estimated construction cost: \$300 million

Contact information and updates

For additional project information, please contact: Susan Fraser, P.E. Mobility35 Program Manager TxDOT Austin District 512-832-7128 For media inquiries, please contact: Diann Hodges TxDOT Southwest Communications Director TxDOT Austin District 512-832-7027

For additional information visit: www.My35.org/Capital.



HIGH-OCCUPANCY VEHICLE LANES FACT SHEET



What are high-occupancy vehicle (HOV) lanes?

A high-occupancy vehicle (HOV) lane, sometimes called a carpool lane, is a special lane reserved for the use of carpools, vanpools, emergency services and transit vehicles. These lanes are typically located next to the general-purpose lanes and enable those who carpool or ride the bus to bypass traffic in the adjacent lanes. Lanes are identified as "2-plus" which refers to the minimum number of occupants to qualify.

A vehicle occupied by two or more people may use HOV lanes. Vehicles eligible to use HOV lanes include, but are not limited to:

- Passenger cars
- Pickup trucks
- Vans
- Buses
- Motorcycles
- · Emergency vehicles responding to a call

Prohibited vehicles include, but are not limited to:

- Trucks with more than two axles
- Trucks having a gross weight capacity of five tons or more
- Vehicles towing trailers



HOV lanes in Dallas, TX

Benefits of HOV lanes

HOV lanes save time for car-poolers and transit riders by enabling them to bypass traffic. Because most drivers, especially during rush hour, are driving alone, HOV lanes are less congested, giving car-poolers and transit vehicles less congested ride. This can incentivize drivers who typically travel alone to carpool or choose transit, meaning we move more people in fewer vehicles, which benefits everyone.

Lane design

For the most part, HOV lanes look like any other highway lane, except that they have special diamond markings on signage and pavement and can be separated from general purpose lanes by barriers, medians, rumble strips, buffer areas, or pylons similar to those on MoPac.

Implementation and enforcement

HOV lanes are monitored to ensure users are qualified to use the lanes.

Contact information

For additional project information, please contact:
Susan Fraser, PE, CFM
Mobility35 Program Manager
TxDOT Austin District
512-832-7128

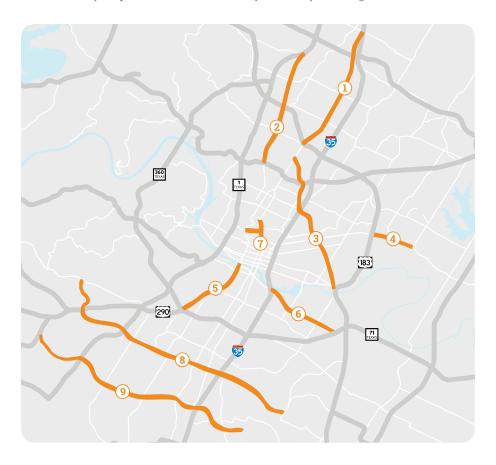
For media inquiries, please contact:
Diann Hodges
TxDOT Southwest Communications Director
TxDOT Austin District
512-832-7027

For additional information visit: www.My35.org/Capital.

Corridor Construction Program



In April 2018, Austin City Council adopted a Corridor Construction Program, which is funded in part by the voter-approved 2016 Mobility Bond. The Corridor Construction Program will make mobility, safety and connectivity improvements to nine key roadways throughout Austin.



The Corridor Construction Program includes improvements for everyone, whether you drive, walk, bike or take transit. Projects include improvements to:



INTERSECTIONS

signals/ turn lanes to enhance vehicular operations



BICYCLE FACILITIES

bike lanes, protected bike lanes and shared use paths



SIDEWALKS AND CURB RAMPS

accessibility/ crosswalks



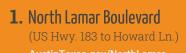
TRANSIT-SUPPORTIVE IMPROVEMENTS

connectivity to bus stops/ ransit priority signalization



ENHANCED MULTIMODAL IMPROVEMENTS

improvements along corridor segments that accommodate all modes of transportation/ enhanced streetscapes



2. Burnet Road (Koenig Ln. to MoPac Expy.) AustinTexas.gov/Burnet

3. Airport Boulevard(North Lamar Blvd. to
US Hwy. 183)
AustinTexas.gov/AirportCorridor

4. East MLK Jr. Boulevard(US Hwy. 183 to Decker Ln.)

AustinTexas.gov/EMLK

5. South Lamar Boulevard(Riverside Dr. to Ben White Blvd./ US Hwy. 290 West)

Austin Texas, gov/South Lamar

6. East Riverside Drive(I-35 to SH 71) **AustinTexas.gov/Riverside**

7. Guadalupe Street (MLK Jr. Blvd. to W. 29th St.) AustinTexas.gov/GuadalupeStreet

8. William Cannon Drive
(Southwest Pkwy. to
McKinney Falls Pkwy.)
Austin Texas, gov/William Cannon

9. Slaughter Lane
(FM 1826 to Vertex Blvd.)
AustinTexas.gov/SlaughterLan

More information about each corridor including the Corridor Mobility Plans and improvements proposed for each corridor can be found online at the above web addresses.

WHAT'S NEXT? Full Design Phase

Preliminary engineering began in spring 2018 to refine conceptual projects recommended in Corridor Mobility Plans for each corridor. Full design is the final phase of work before construction can begin on critical mobility and safety improvements for our community.

Program Timeline





Ongoing community engagement

Public outreach will be ongoing during full design and throughout construction. We will continue our engagement with neighborhoods, businesses and property owners to understand their priorities and concerns, and seek ways to minimize impacts while achieving the mobility and safety goals of the Corridor Construction Program.

Prior to construction, the Corridor Program Office will:

- Develop corridor construction plans
- Design placemaking areas
- Complete environmental investigations and documentation
- Continue to explore leveraging/partnership opportunities
- Prepare for construction by:
 - · obtaining permits
 - · develop traffic management plans
 - · coordinate utility relocations
 - purchase right-of-way
 - · determine construction packaging, phasing and sequencing



When Will Construction Occur?

Construction would be ongoing for several years, with the bulk of work taking place between 2021-2024. The City of Austin is investigating ways to minimize construction-related disruptions as much as possible, and will work with the community, propertyowners and businesses who may be impacted. Stakeholders with questions or concerns, contact us.

Partners:

The Corridor Program Office is working with other City departments and local agencies to share information, coordinate efforts and leverage taxpayer dollars. Among our partners:

- Austin Strategic Mobility Plan
- Capital Metro (transit improvements, including corridors that overlap with the Project Connect System Vision)
- Texas Department of Transportation (some corridor segments are operated and maintained by the State of Texas)
- Capital Area Metropolitan Planning Organization (\$24M in grant funds leveraged)

Website: AustinTexas.gov/CorridorMobility Email: Corridors@AustinTexas.gov Phone: 512-974-7899



@ATXCorridors



Photographs

Capital Express South Open House Photographs Oct. 17, 2019



















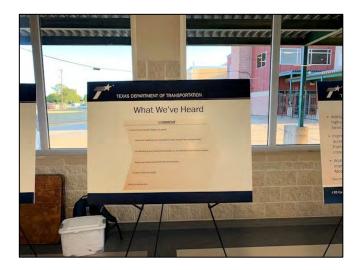


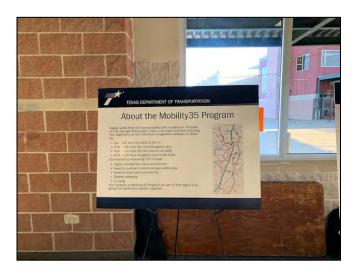


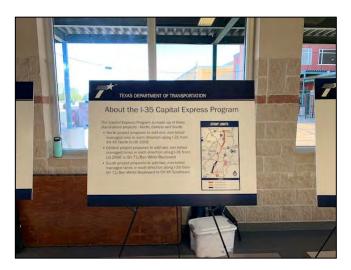










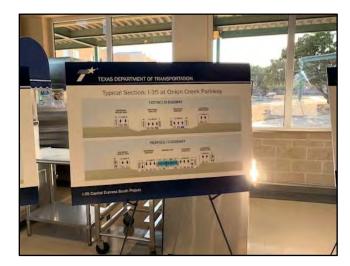




















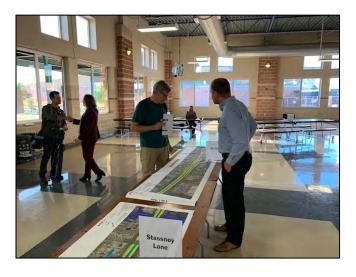


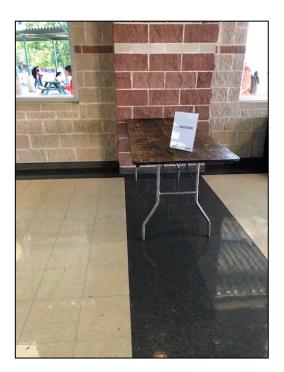










































F. VIRTUAL OPEN HOUSE



01 Welcome

- 02 Project Overview
- 03 Project Exhibits
- 04 Open House Handouts
- 05 Submit a Comment

RECEIVE UPDATES

Name

Email Address

Sign Up -

@TxDOTAustin

Brrrr! Temperatures are falling and rain is expected in some parts of central Texas.

Be careful on the roadways. Re...

https://t.co/AX6vkl489u

11 Nov

Welcome to the I-35 Capital Express Project Virtual Open House

The I-35 Capital Express South Project open house was held on Thursday, Oct. 17, 2019 from 5:30 – 7:30 p.m. at Akins High School, 10701 S. 1st Street, Austin, TX 78748. The purpose of the open house and virtual open house is to gather input on the proposed I-35 Capital Express South project.

Click through the numbered tabs to experience the I-35 Capital Express South Project virtual open house. After you've completed the virtual walk-through, you're invited to submit your comments and questions.

WE NEED YOUR INPUT

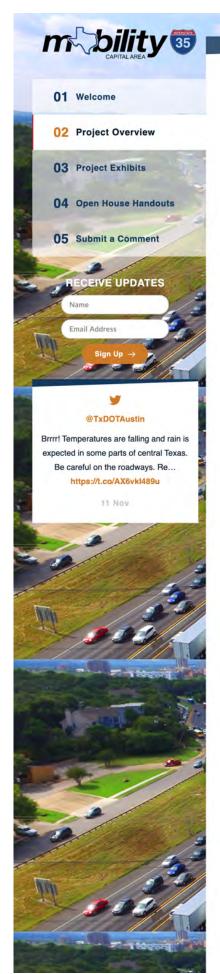
Comments must be received on or before Friday, Nov. 1, 2019 in order to be included in the official record; however, you will continue to have opportunities to provide feedback as additional project plans are developed.

Public involvement is critical to the project development process, and we appreciate your participation. Use the form on the left side of each page to sign up for electronic updates and stay informed as the Mobility35 Program continues to develop.

Next: 2. Project Overview -

of transportation

The environmental review, consultation, and obein actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.D. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHW and TXDOT.



About the I-35 Capital Express South Project

Traffic congestion on I-35 through the capital area is a serious problem that negatively impacts the mobility, safety, and quality of life for all Austin commuters. TxDOT is working with the community to transform I-35 into a smart and efficient highway system.

The I-35 Capital Express South project proposes to add two non-tolled managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. Managed lanes control access by placing restrictions on use. These types of lanes are proposed in high-congestion areas where the right of way is limited.

In addition to the new managed-lane capacity, the projects also include extensive operational and safety improvements to the overall roadway, such as extended entrance and exit ramps, intersection bypass lanes, improved frontage roads, and bicycle and pedestrian paths.



WELCOME



I-35 CAPITAL EXPRESS SOUTH PROJECT



About the Mobility35 Program

Region-wide effort to improve safety and mobility on 79 miles of I-35 through Williamson, Travis, and Hays counties including four segments on the 100 most congested roadways in Texas list:

- #3 I-35 from US 290E to SH 71
- #19 I-35 from SH 71 to Slaughter Lane
- #36 I-35 from Parmer Lane to US 290E
- #78 I-35 from Slaughter Lane to SH 45SE

Constraints to improving I-35 include:

- · Highly constrained urban environment
- Need to maintain mobility during construction
- · Need for east/west connectivity
- Diverse interest
- Funding

30+ projects in Mobility35 Program as part of the region's on-going transportation system upgrade







I-35 Capital Express South Open House

About the I-35 Capital Express Program

The Capital Express Program is made up of three, standalone projects - North, Central and South

- North project proposes to add one, non-tolled managed lane in each direction along I-35 from SH 45 North to US 290E
- Central project proposes to add two, non-tolled managed lanes in each direction along I-35 from US 290E to SH 71/Ben White Boulevard
- South project proposes to add two, non-tolled managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast





What We've Heard





Proposed Improvements and Project Location

- Adding two non-tolled managed high-occupancy vehicle (HOV)* lanes in each direction
- Improving bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings
- Addressing safety and mobility improvements proposed under the Mobility35 Program

*See the HOV board for more information



I-35 Capital Express South Project

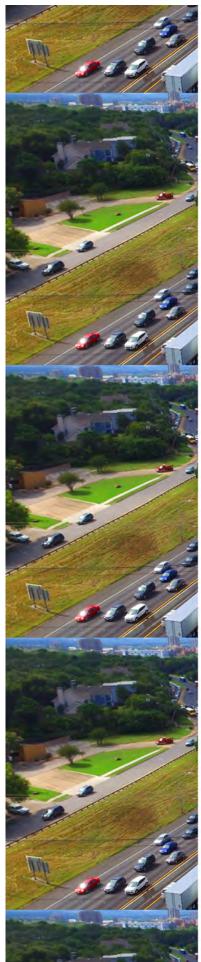


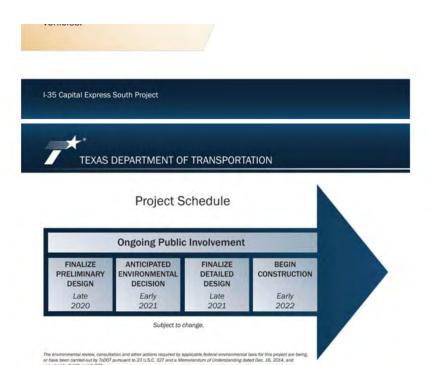
High-Occupancy Vehicle Lane

What is a managed high-occupancy vehicle lane (HOV)?

HOV is a lane reserved for vehicles with multiple occupants, including carpools, vanpools and transit vehicles.







TEXAS DEPARTMENT OF TRANSPORTATION

Typical Section: I-35 at Stassney Lane



I-35 Capital Express South Project

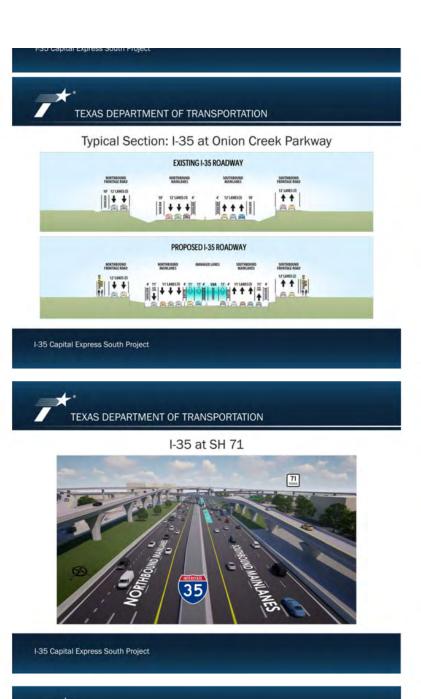
1-35 Capital Express South Project



Typical Section: I-35 at Slaughter Lane











I-35 Capital Express South Project

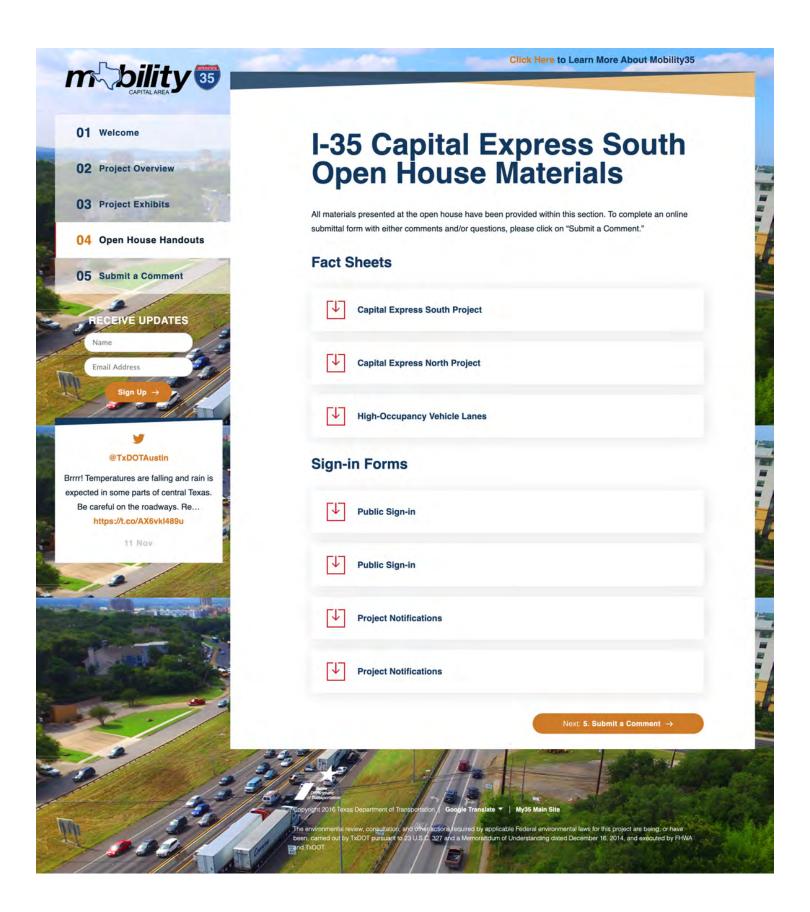




I-35 Capital Express South Exhibits









Submit a Comment

DEADLINE for Comments: Friday, Nov. 1, 2019 Email comments to: info@mobility35.org Mail comments to: **TxDOT Austin District** Attn: David Hawley, P.E. P.O. Box 15426 Austin, TX 78761 Comments received by Friday, Nov. 1, 2019 will be included in the official record. 1 Email* Enter Email Phone Address Address Line 2 Comment Per Texas Transportation Code, §201.811(a)(5) check each of the following boxes that apply to you: I am employed by TxDOT I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting My35 Newsletter Sign up for our newsletter This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records

request, it must be submitted separately.

