



# 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 1<sup>st</sup> 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
- C. Sign-in sheets
- D. Comments received
- E. Figures
- F. Virtual Open House

**A.**

**COMMENT/RESPONSE  
MATRIX**

#	Name	Date Rec'd	Source	Topic	Comment	Response
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
2	Adam Greenfield	11/1/2019	VOH Comment	Design	<p>I strongly oppose this project and urge TxDOT not to expand any part of I35.</p> <p>There is no good reason to expand I35. We know that expanding roadways doesn't ease congestion; wider roads merely induces more driving.</p>	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?	Improvements to I-35 proposed as a part of Capital Express South are designed to improve safety and mobility and accommodate future growth within the region. For more details on transportation and climate, please see the TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment technical report ( <a href="https://ftp.dot.state.tx.us/pub/txdotinfo/env/toolkit/725-01-rpt.pdf">https://ftp.dot.state.tx.us/pub/txdotinfo/env/toolkit/725-01-rpt.pdf</a> ). This technical report estimates transportation emissions and discloses factors that affect those emissions. In addition, it includes how TxDOT is responding to a changing climate.
				Opposition to Tolloed Lanes	<p>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?</p> <p>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!</p>	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).
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.
4	Alan McKendree	11/1/2019	VOH Comment	Design	<p>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?</p> <p>I do see the advantage to having a managed lane dedicated to trucks.</p>	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.
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.

#	Name	Date Rec'd	Source	Topic	Comment	Response
6	Alex Westermann	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>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).</p> <p>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.</p>	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.
7	Ali Khataw	10/31/2019	VOH Comment	Support for Tolloed 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.
8	Amy Harding	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>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).</p> <p>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.</p>	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.
9	Andrea Sanchez	10/24/2019	VOH Comment	Support for Tolloed Lanes	<p>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).</p> <p>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.</p>	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 Tolloed 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.



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11	Andrew Grimm	10/31/2019	VOH Comment	Support for Tolled Lanes	<p>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.</p> <p>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).</p> <p>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.</p>	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.
12	Annetta Petropoulos	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>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).</p> <p>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.</p>	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.
13	Annette French	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>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).</p> <p>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.</p>	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.

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14	Atul Patel	10/30/2019	VOH Comment	Support for Tolled Lanes	<p>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).</p> <p>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.</p>	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.	Improvements to I-35 proposed as a part of Capital Express South are designed to improve safety and mobility and accommodate future growth within the region. For more details on transportation and climate, please see the TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment technical report ( <a href="https://ftp.dot.state.tx.us/pub/txdotinfo/env/toolkit/725-01-rpt.pdf">https://ftp.dot.state.tx.us/pub/txdotinfo/env/toolkit/725-01-rpt.pdf</a> ). This technical report estimates transportation emissions and discloses factors that affect those emissions. In addition, it includes 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.

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16	Benjamin Blackburn	10/31/2019	VOH Comment	Support for Tolloed 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.
					<p>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).</p> <p>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.</p>	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.
17	Bill Gregory	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>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).</p> <p>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.</p> <p>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!</p>	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.
18	Brandon Halpin	10/31/2019	VOH Comment	Support for Tolloed 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 sided.	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 Tolloed 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.

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20	Brittany Glasschroeder	10/30/2019	VOH Comment	Support for Tolled Lanes	<p>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).</p> <p>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.</p>	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.
21	Bryan	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>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).</p> <p>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.</p>	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.
22	Burnie Burner	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>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).</p> <p>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.</p>	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.

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23	C. Brian Cassidy	11/1/2019	VOH Comment	Support for Tolloed Lanes with Transit	The I35 Capital Express Project should be built as 2 variable tolloed 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 tolloed.	TxDOT is currently operating in a non-tolloed 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 Tolloed 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. Tolloed 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-tolloed 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-tolloed projects.
25	Casey Burack	10/30/2019	VOH Comment	Support for Tolloed Lanes	Please toll the managed lanes so that we can toll the Central Segment!	TxDOT is currently operating in a non-tolloed 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 Tolloed Lanes	Please use the (tolloed, 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 tolloed managed lane.	TxDOT is currently operating in a non-tolloed environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
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.

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				Support for Tolloed 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.
28	Cid A Galindo	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>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).</p> <p>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.</p>	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.
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.
30	Clayton Hoover	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>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).</p> <p>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.</p>	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.

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31	Clint Sayers	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.
32	Crispin Ruiz	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.
33	Curtis Rogers	10/17/19	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.
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.



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35	Dana Hansen	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>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).</p> <p>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.</p>	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.
36	Dana Hansen (diff email used)	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>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).</p> <p>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.</p>	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.
37	Dana Harris	10/25/2019	VOH Comment	Support for Tolloed Lanes	<p>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).</p> <p>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.</p>	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.



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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.
39	David Huter	10/30/2019	VOH Comment	Support for Tolloed 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.
40	Deborah Ormerod	11/1/2019	VOH Comment	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.
41	Deyla	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>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).</p> <p>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.</p>	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.
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.
43	Ed Ireson	11/1/2019	VOH Comment	Support for Tolloed 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).

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44	Elizabeth Buongiorno	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>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).</p> <p>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.</p>	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.
45	Ellen Ruth Sullivan	10/24/2019	VOH Comment	Noise	<p>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.</p> <p>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.</p> <p>This will be even more noticeable for the many homes being built along the highway.</p> <p>And there are studies showing that this noise is harmful.</p> <p>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.</p>	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.
46	Everardo	10/19/2019	VOH Comment	Project Limits	<p>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.</p> <p>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.</p>	<p>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.</p> <p>With regards to Oltorf Street and 15th street, this comment addresses an issue that is outside of the limits of this environmental document.</p> <p>A detailed traffic analysis is being conducted to determine the locations of intersection improvements.</p>
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.

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48	Frederick A Mitchell	11/1/2019	VOH Comment	Opposition to Tolloed 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.
49	Glenn Hart	11/1/2019	VOH Comment	Support for Tolloed 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.
50	Greg	11/1/2019	VOH Comment	Opposition to Tolloed 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.
51	Hal	10/31/2019	VOH Comment	Support for Tolloed Lanes	<p>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.</p> <p>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).</p> <p>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.</p>	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.
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.
53	Heyden Walker	10/31/2019	VOH Comment	Bicycle/Pedestrian Safety	<p>*Stop putting humans, people walking or riding bikes, in clear zones</p> <p>*all pedestrian/bike crossing should be raised and include other safety design tools per NACTO specifications</p> <p>*all bike lanes should be fully protected</p> <p>*no slip-lanes, they're too dangerous to pedestrians and cyclists</p>	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.

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				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.
54	Jacqueline Dudley	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>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.</p> <p>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).</p> <p>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.</p>	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.
55	James Cain	10/31/2019	VOH Comment	Support for Tolled Lanes	<p>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.</p>	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.

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56	Jan Fulton	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>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).</p> <p>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.</p>	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 Tolloed Lanes	<p>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).</p> <p>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.</p>	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.
58	JD Moore	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>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).</p> <p>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.</p>	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.

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59	Jennifer Todd-Goynes	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>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).</p> <p>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.</p>	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.
60	Jeri Stone	11/1/2019	VOH Comment	Support for Tolled and Free Managed Lanes	<p>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.</p>	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.
61	Jerry Frey	10/30/2019	VOH Comment	Support for Tolled Lanes	<p>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).</p> <p>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.</p>	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	<p>Recommend that TxDOT consider tolling the project in order to expedite construction.</p>	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.

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63	Jessica Grahek	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.
64	Jesus Hernandez	10/17/19	Comment Form	Design	<p>*SH 71/US290 Direct Connector should be widened to 2 lanes from STA 3495+00 to 3510+00 because of the bottle neck.</p> <p>*Increase from 2LN's to 3 LN from Toyota to Fiesta. (NB + SB side)</p> <p>*need free flow right turns at Stassney with dedicated lane to move traffic faster.</p> <p>*need exit at 3530+00 NB to get access to SH 71/US 290 Direct Connector.</p> <p>*3 (three) LN FR needed at William Cannon/Stassney Areas to accommodate all driveway exiting traffic.</p> <p>*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.</p> <p>*narrow shoulders in HOV lanes looks dangerous.</p> <p>*with HOV addition, there is no area for cars to break down and for EMS/fire to drive on to get to accidents.</p>	<p>* Improvements to SH71/US290 Direct Connectors are being evaluated</p> <p>* Improvements to NB and SB FRs from Toyota to Fiesta are being evaluated</p> <p>* Intersection improvements at Stassney are being evaluated</p> <p>* Improvements to NB SH71/US290 DC are being evaluated</p> <p>* Improvements to FRs at William Cannon/Stassney areas are being evaluated</p> <p>* 11' lanes widths required in some areas to accommodate all project constraints</p> <p>* Shoulder widths established to accommodate all project constraints, including safety</p> <p>* HOV lanes will be separated with pavement markings that emergency vehicles can drive over in emergencies</p>
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.
66	John Munoz	10/24/2019	VOH Comment	Support for Tolled Lanes	<p>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.</p> <p>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.</p>	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.



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67	Josh Lickteig	10/31/2019	VOH Comment	Support for Tolled Lanes	<p>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.</p> <p>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).</p> <p>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.</p>	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.
68	Josh Miksch	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>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).</p> <p>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.</p>	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.
70	Justin Brodnax	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>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).</p> <p>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.</p>	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.



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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.
72	Keeley Shrode	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>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).</p> <p>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.</p>	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.
73	Kelly Ballard	10/31/2019	VOH Comment	Support for Tolled Lanes	<p>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).</p> <p>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.</p>	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.
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.

#	Name	Date Rec'd	Source	Topic	Comment	Response
75	Kevin Hoffman	10/31/2019	VOH Comment	Support for Tolloed 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.
76	Kevin Quist	10/31/2019	VOH Comment	Support for Tolloed Lanes with Transit	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.	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.
77	Kim Fernea	10/31/2019	VOH Comment	Support for Tolloed Lanes	<p>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).</p> <p>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.</p>	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.
78	Kimberly Nordhoff	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>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.</p> <p>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).</p> <p>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.</p>	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.
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.

#	Name	Date Rec'd	Source	Topic	Comment	Response
80	Kyle Kerrigan	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.
81	Lanc Coplin	10/31/2019	VOH Comment	Support for Tolled Lanes	<p>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.</p> <p>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).</p> <p>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.</p> <p>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.</p>	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.

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82	Leticia Estavillo	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>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).</p> <p>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.</p>	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.
83	Lindsay Wood	10/30/2019	VOH Comment	Support for Tolled Lanes	<p>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).</p> <p>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.</p>	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.
84	Liza Wimberley	10/31/2019	VOH Comment	Bicycle/Pedestrian Access	<p>*all pedestrian/bike crossing should be raised and include other safety design tools per NACTO specifications</p> <p>*all bike lanes should be fully protected</p> <p>*no slip-lanes, they're too dangerous to pedestrians and cyclists</p>	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 I-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	<p>*frontage road design speed should be 30 mph or lower</p> <p>*reduce the number of entrances and exits</p> <p>*no slip-lanes, they're too dangerous to pedestrians and cyclists</p>	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.

#	Name	Date Rec'd	Source	Topic	Comment	Response
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.  Thanks for your help to improve this infrastructure for our community!	This comment addresses an issue that is outside of the limits of this environmental document.
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. 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.
87	Margaret Robinson	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.

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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.
89	Marian Casey	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>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).</p> <p>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.</p>	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.
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.
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.	<p>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.</p> <p>There are no current plans for managed lanes on SH 45 and SH 71 at this time.</p>

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92	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.
93	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.
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.



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95	Matthew Geske	10/25/2019	VOH Comment	Support for Tolled Lanes	<p>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).</p> <p>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.</p>	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.
96	Maureen Kelly	10/31/2019	VOH Comment	Support for Tolled Lanes	<p>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).</p>	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.
97	Megan Frey	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>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).</p> <p>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.</p>	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.
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.
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.



#	Name	Date Rec'd	Source	Topic	Comment	Response
100	Michael Fossum	11/1/2019	VOH Comment	Environmental	<p>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.</p>	Environmental studies will address potential impacts to the human and natural environment, and will include assessments of natural resources, such as heritage trees.
101	Michael Fossum (Austin Treen Foundation)	11/1/19	Email	Environmental	<p>Please include the following comments in the official record for the south ih35 project.</p> <p>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).</p> <p>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.</p> <p>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.</p> <p>Follow TX dot guidelines for care of large trees that were used for the 183 project, gateway oaks.</p>	Environmental studies will address potential impacts to the human and natural environment, and will include assessments of natural resources, such as heritage trees.

#	Name	Date Rec'd	Source	Topic	Comment	Response
102	Mike Kennedy	10/30/2019	VOH Comment	Support for Tolled Lanes	<p>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).</p> <p>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.</p>	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.
103	Miles Payton	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.
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.
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 fund 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.
106	Monti Jefferson	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.

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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	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.
108	Najad Baltaji	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.
109	Natassia Marie Smith	10/31/2019	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.
110	Nicolas Sfeir	11/1/2019	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.

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				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
111	Patrick Rose	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>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.</p> <p>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).</p> <p>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.</p>	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.
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
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.
114	Rafael Murray	10/17/19	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.

#	Name	Date Rec'd	Source	Topic	Comment	Response
115	Rafael Murray	10/30/19	Emailed Comment Form	Design	<p>1. We would like to know the measurement of the new property line from the old one</p> <p>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.</p>	<p>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.</p> <p>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.</p>
116	Rafael Murray (Planet K Onion Creek)	10/30/19	VOH Comment	Design	<p>On behalf of the Planet K Onion Creek:</p> <p>1. We would like to know the measurement of the new property line from the old one</p> <p>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.</p>	<p>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.</p> <p>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.</p>
117	Ramirez	10/17/19	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.
118	Ray Salazar	10/17/2019	Court Reporter	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 unjust 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	Comment noted.

#	Name	Date Rec'd	Source	Topic	Comment	Response
					<p>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 unjust 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.</p> <p>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</p>	

#	Name	Date Rec'd	Source	Topic	Comment	Response
					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.	
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.
120	Richard Kooris	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>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.</p> <p>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).</p> <p>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.</p>	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.



#	Name	Date Rec'd	Source	Topic	Comment	Response
121	Robert Burton	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>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).</p> <p>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.</p>	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.
122	Robert Rizo	10/17/19	Comment Form	Design	<p>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.</p>	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 all 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.
123	Roger Borgelt	10/24/2019	VOH Comment	Support for Tolled Lanes	<p>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).</p> <p>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.</p>	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.



#	Name	Date Rec'd	Source	Topic	Comment	Response
124	Roland Pena	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>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).</p> <p>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.</p>	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.
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.
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.

#	Name	Date Rec'd	Source	Topic	Comment	Response
127	Scott	11/1/2019	VOH Comment	Connectivity	Seems limiting Wlm Cannon traffic to two lanes at I-35 ensures future bottleneck. Right turn lanes onto Wlm Cannon unnecessary - should be Wlm Cannon's third lane. (Looks like additional land is available for limited right turn lane onto Wlm Cannon.) Dual left turn lanes from Wlm 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 Wlm Cannon to facilitate exit from I-35 area. Move bus stops off Wlm Cannon to facilitate traffic away from I-35 area. Wlm 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 Wlm Cannon at west side of new I-35 bridge.	This comment addresses issues that are outside of the limits of this environmental document.
128	Shaun Cranston	10/24/2019	VOH Comment	Support for Tolloed Roads	<p>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).</p> <p>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.</p>	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.
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.
130	Sierra Holloway	11/1/2019	VOH Comment	Support for Tolloed 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.

#	Name	Date Rec'd	Source	Topic	Comment	Response
131	Stephanie Scholten	10/31/2019	VOH Comment	Bicycle/Pedestrian Safety	<p>I disagree with this project:</p> <ul style="list-style-type: none"> <li>*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.</li> <li>*Current frontage roads are unsafe for pedestrians and bicycles—any new/redesigned frontage roads should be designed for 30 mph (or lower) traffic.</li> <li>*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.</li> <li>*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.</li> <li>*All bike lanes need to be fully protected and comfortably designed for all ages from children to elderly.</li> </ul>	By bringing the I-35 corridor up to current interstate design standards, the Mobility35 team can increase safety in the corridor for all users.
				Support for Tolloed Lanes	*That being said, any new lanes should be dynamically-priced toll lanes to discourage induced-demand driving. E18	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.
132	Stephanie Voutselakos	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>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).</p> <p>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.</p>	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.
133	Susan Pantell	10/25/2019	VOH Comment	Design	Managed lanes should require at least three people per vehicle.	When managed lanes require three or more occupants per car, they are underutilized and have excess capacity.

#	Name	Date Rec'd	Source	Topic	Comment	Response
134	Sydney Loyed	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>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).</p> <p>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.</p>	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.
135	Terrence	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>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).</p> <p>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.</p>	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.
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	<ul style="list-style-type: none"> <li>* Consider access points and improvements to roads for access to managed lane facility</li> <li>* Consider parallel bike/ped trails in addition to striped lanes on frontage roads</li> </ul>	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	<ul style="list-style-type: none"> <li>* provide incentives/priority use for electric and plug in hybrid vehicles in managed lanes</li> <li>* Implement user fees to manage demand and maintain speeds on managed lanes</li> <li>* Implement incentives (coupons for SOV managed lane use) if user takes transit X number of times</li> </ul>	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.
137	Tim Thomas	10/31/2019	VOH Comment	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.	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.

#	Name	Date Rec'd	Source	Topic	Comment	Response
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.
139	Tom Stacy	11/1/2019	VOH Comment	Support for Tolloed 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.
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.
141	Truman H Fenton	11/1/2019	VOH Comment	Support for Tolloed 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.
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

**B.**

**NOTICES**

# Display Ads

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

\*\* appeared in Spanish



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

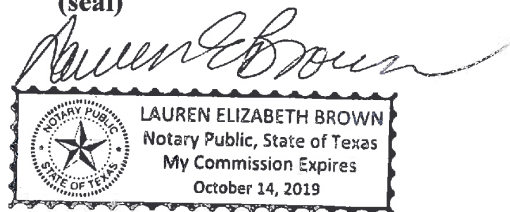
My name is Jessica White. I certify that I am an employee of the publishers of Community Impact Newspaper. I certify that the attached ads were published in the Community Impact Newspaper Southwest Austin Dripping Springs edition on September 23, 2019 at the cost of \$1,140.00 per ad.

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 September, 2019, to certify which witness my hand and official seal.

Jessica White  
Employee, Community Impact Newspaper

Notary, State of Texas  
(seal)



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## 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

Public comments on the project may be submitted at the open house, by mail, email, fax or online at [www.mobility35openhouse.com](http://www.mobility35openhouse.com) starting Oct. 17.

EMAIL: [info@mobility35.org](mailto: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.


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### THURSDAY, OCT. 17, 2019

5:30 – 7:30 p.m.

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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, who being by me duly sworn,  
*(Name of newspaper representative)*

Deposes and says that (s) he is the: Traffic Manager  
*(Title of newspaper representative)*

Of the El Mundo Newspaper; that said newspaper is generally  
*(name of newspaper)*

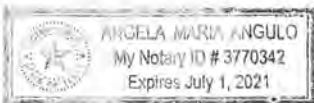
Circulated in Travis County, Texas

That the publication for Texas Department of Transportation was published  
in said newspaper on September 26, 2019.

*Irma Portuondo*  
*(Newspaper representative's signature)*

Subscribed and sworn to before me this the 276 day of September 2019 to  
certify which witness my hand and seal of office.

(Seal)



Notary Public in and for the State of Texas

Print or Type Name of Notary Public

Angela M. Angulo

My Commission Expires 07/01/2021



Septiembre 28 FAMILIA	Septiembre 28 SALUD	Septiembre 28 FAMILIA	Septiembre 28 FAMILIA	Septiembre 28 SALUD	Septiembre 28 FAMILIA	Septiembre 28 FAMILIA
8am Coches y Café	8am Salud y ritmo	10am Clínica DACA	8am Reunión con autoridades	10am Vive tu vida! Get Up!	10am Festival de Otoño	11am Herencia Hispana
COCA	CONSULADO MEXICANO	UNIV. CATHOLIC CENTER	CENTENNIAL PLAZA	513 VARGAS RD.	IGLESIA PALM VALLEY	TWIN OAKS LIBRARY
INGRESO GRATUITO	INGRESO GRATUITO	INGRESO GRATUITO	INGRESO GRATUITO	INGRESO GRATUITO	DONACIÓN DE ALIMENTOS	INGRESO GRATUITO



FITO OLIVARES.

## Jamaica en Santa Julia

Música, comida y juegos son tres de los principales atractivos de la Jamaica Annual de la Iglesia Santa Julia, que celebrará esta fiesta comunitaria el próximo

sábado 28 de septiembre, de 10am a 11pm. Durante todo el día, la comunidad disfrutará de juegos para niños y adultos, concursos y sorteos con premios como bicicletas, tabletas y tarjetas de regalo. Artesanías, bailes y hasta un tren serán parte de la diversión. Deliciosos platillos y antojitos estarán a la venta. Los asistentes disfrutarán de la música de Fito Olivares, David Mares, David Lee Garza y Los Musicales, entre otros. La entrada tiene un costo de \$5 por persona, pero los chicos menores de 12 años entran gratis. EMN

**DÓNDE**  
3010 Lyons Rd., en Austin (TX 78702)

## Colorido festival en Round Rock

El viernes 4 y sábado 5 de octubre, el estadio Dell Diamond reunirá a decenas de artistas, aficionados y familias del Centro de Texas para celebrar una vez más el Chalk Walk, un evento familiar en el que grandes y chicos darán rienda suelta a su creatividad y podrán crear coloridos dibujos y formas junto a artistas expertos. Juegos, paseos en trenes, pintura de caritas, recursos comunitarios, música y venta de comida complementan la agenda. El viernes 6 de octubre las familias podrán participar en actividades de 5pm a 11pm, mientras el sábado la diversión comienza a las 9am y se extiende hasta las 11pm. EMN

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



## Celebrando el otoño en Pflugerville

El Heritage House Museum de Pflugerville invita a las familias del Centro de Texas a su gran festival de otoño el domingo 6 de octubre, de 1pm a 4pm. Grandes y chicos podrán disfrutar de juegos y actividades al aire libre, participar en concursos y talleres de artesanías. Pintura de caritas, paseos por el museo, música en vivo y venta de comida serán parte de la agenda. La entrada es gratuita. EMN

**DÓNDE**  
901 Old Austin Hutto Rd., en Pflugerville (TX 78660)



## Diversión entre coches y camiones

Camiones de bomberos, patrullas de policías, tractores de campo; sus hijos han visto estos coches en la televisión y en la Internet, pero ahora podrán conocerlos en vivo, tocarlos y hasta dar paseos en ellos gracias al Touch-a-Truck. Esta actividad regresa 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-a-Truck tendrá una zona de juegos, zoológico de contacto, paseos en tren, pintura de caritas y entretenimiento familiar. Y por si fuera poco, quienes asistan ayudarán a recaudar fondos para la organización SAFE, que apoya a las víctimas de violencia.



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

El Touch-a-Truck tendrá 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 celebra sus 'domingos familiares' patrocinados por el H-E-B®, permitiendo a toda la comunidad visitar el museo sin costo alguno. La próxima cita será el domingo 6 de octubre, día que los visitantes disfrutarán de exposiciones de arte, exhibiciones de objetos históricos y mucho más. Este mes están progra-

madas actividades especiales sobre el espacio, los planetas y la vida más allá de la Tierra. Lectura de cuentos, música, galletas y juegos complementan la agenda que comienza a las 12pm y ofrece educación y diversión hasta las 5pm. EMN

**DÓNDE**  
1800 Congress Ave., Austin (TX 78701)

### REUNIÓN PÚBLICA DEL PROYECTO MOBILITY35 CAPITAL EXPRESS SUR

**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](http://www.mobility35openhouse.com) comenzando el 17 de octubre.

Correo electrónico: [info@mobility35.org](mailto: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 alojamiento o comunicación especiales, o que necesiten de un intérprete, se les solicita contactar a Mitzil Ellison al teléfono (512) 761-2711 o [Mitzil@nancyedbetter.com](mailto:Mitzil@nancyedbetter.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 inglés) y TxDOT.

# MAP

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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**

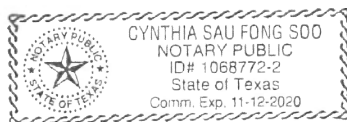
A copy of the ad(s) as published, clipped from the newspaper, is (are) attached hereto.

  
Zachary Pearce  
***The Austin Chronicle***

**STATE OF TEXAS  
COUNTY OF TRAVIS**

Sworn to and subscribed before me this 29<sup>th</sup>  
day of October, 2019.

  
Notary Public (signature)  
State of Texas



**MOBILITY35 CAPITAL EXPRESS SOUTH  
OPEN HOUSE**

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

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

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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- Adding non-tolled managed lanes in each direction
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EMAIL: [info@mobility35.org](mailto: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.



**mobility35**  
CAPITAL AREA

Please be respectful of others' time and space. Please do not drink alcohol or use drugs while participating in the open house. If you are unable to attend, please contact the project team at (512) 832-7157 or [info@mobility35.org](mailto:info@mobility35.org) for more information. The open house is a public meeting and is not a formal hearing. The project team will be available to answer questions and provide information. The project team will be available to answer questions and provide information. The project team will be available to answer questions and provide information.



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

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 candidate 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.



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# Austin American-Statesman

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STATE OF TEXAS

COUNTY OF TRAVIS

Order # 0000517695-01

Acct. # 30243

Acct Name: Nancy Ledbetter & Assoc.

Before the undersigned authority personally appears 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

# of Days Published: 1

Classification: Accounting Finance

Total Cost: \$1,668.00

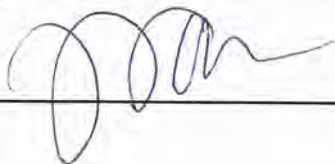
Signed



(Advertising Agent)

Sworn or affirmed to, and subscribed before me, this 2<sup>nd</sup> day of October 2019  
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  
The Associated Press

A small lizard found among the dunes straddling New Mexico and West Texas in one of the nation's richest oil 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 administrations and could affect part of the multibillion-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 Service had 90 days to consider the petition and initiate a review of the species if necessary, but the groups say the agency failed to take action.

The complaint claims more than 2.5 square miles of the lizard's habitat was destroyed in the 18 months prior to the filing of the petition. The groups say the need for listing is urgent as drilling and development continue in the region.

"It's past time for the 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 spokeswoman Beth Ullenberg said the agency would not comment on the pending litigation 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



The dunes sagebrush lizard is native to a small area of West Texas and southeastern New Mexico. (U.S. Fish and Wildlife Service via AP)

found only in sand dune complexes that have shimmering oak.

Federal biologists have said the primary threat to the lizard is oil and gas development near the dunes and oak removal stemming from the need for more forage for grazing.

The Center for Biological Diversity first petitioned for the lizard's protection in 2002, resulting in a 2010 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 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 bestow endangered species protections on the reptile. Then-U.S. Interior Secretary Ken Salazar said at the time that the much-anticipated 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 protections.

U.S. Sen. Tom Udall was among them. The New Mexico Democrat said at the time that such agreements 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 efforts to protect the species, saying Tuesday that oil companies have spent time and millions of dollars on conservation projects.

"In our operations, we are always looking to improve our processes and their outcomes. Improvements to conservation efforts are no different," said Ben Shepherd, president of the Permian Basin Petroleum Association. "We don't agree with the mischaracterization of facts made by 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  
mhuber@statesman.com

Elton Cobbs hopped in a Lyft vehicle to visit a doctor to get a breathing tank.

Cobbs, 70, lives downtown and usually 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 him up.

"It felt good," Cobbs said Tuesday, after visiting the clinic. "I will 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 transportation shortcomings that often are obstacles for people to make it to appointments.

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

"A lot of people are saying the reason they couldn't come to their appointments was because their ride couldn't bring them, the bus wasn't coming yet, they aren't feeling well and didn't want to wait outside," Marrero said.

To combat those problems, 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 service. 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.

Staff have access to a special

## Getting a ride

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

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 to pay 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, can use the service.

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 the program in its 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.

CommunityCare Collaborative, Central Health's partnership with Seton Healthcare, also will look at data over the long term to determine if having access to the transportation results in better health outcomes.

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, I make all my appointments," Johnson said. "My health has gotten a lot better. My blood pressure's dropping, and my diabetes is getting better."

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- 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

Public comments on the project may be submitted at the open house, by mail, email, fax or online at [www.mobility35openhouse.com](http://www.mobility35openhouse.com) starting Oct. 17.

EMAIL: [info@mobility35.org](mailto: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 Elise at (512) 761-2711 or [Mitzi@nancibetter.com](mailto:Mitzi@nancibetter.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.

## **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](http://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.*

OUR VALUES: People • Accountability • Trust • Honesty

OUR MISSION: Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

An Equal Opportunity Employer

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 District 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 District 35	300 East 8th St. 7th Floor	Austin	TX	78735
Representative	Donna	Howard	Texas House of Representatives	Texas House District 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.

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.mobility35openhouse.com](http://www.mobility35openhouse.com) starting Oct. 17.

EMAIL: [info@mobility35.org](mailto: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](mailto: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 cruces 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](http://www.mobility35openhouse.com) comenzando el 17 de octubre.

Correo electrónico: [info@mobility35.org](mailto: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](mailto: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 inglés) y TxDOT.

# CAPITAL EXPRESS SOUTH MAILING LIST

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
			Boyd Austin I Gsa LLC			Richmond	VA	23230
			Braune Laura A Estate			Lockhart	TX	78644

# CAPITAL EXPRESS SOUTH MAILING LIST

First Name	Last Name	Title	Organization	Address 1	Address 2	City	State	Zip
			Bre Rc Southpark I Tx Lp & Isa			San Diego	CA	92127
			Breckenridge Multifamily			Austin	TX	78746
			Brown Jack Family III			Austin	TX	78755
			Bulldog I35 South LLC			Dallas	TX	75225
			BW RRI III LLC			Houston	TX	77057
			C & J Rental Inc			Austin	TX	78767
			C F Southpark LLC			Newton	MA	02459
			Cabot-Chase Ltd			West Lake Hills	TX	78746
			Cal-Austin Ventures LLC			El Dorado Hills	TX	95762
			Calhoun Smith Distributing Company			Austin	TX	78762
			Central Austin Auto			Houston	TX	77027
			CH ATX LLC			Naples	FL	34119
			City of Austin			Austin	TX	78767
			City of Austin			Austin	TX	78767
			CI Stonegate LLC & LRE TX LLC &			Sufern	NY	10901
			Colonial Realty L P			Germantown	TN	38138
			Cowboy Hdre Lc			Beaumont	TX	77701
Cheryl H	Crain					Austin	TX	78703
			Davis R O Properties Ltd			Austin	TX	78744
			Dbg Austin Hotel Two LLC			Plano	TX	75023
			Eleven Mile Hill LLC			Buda	TX	78610
			Enterprise Texas Pipeline L P			Houston	TX	77210
			Estancia Villas LLC			Austin	TX	78703
			Firebrand Properties Lp & BNC Food Group LLC			Dallas	TX	75244
			Foremost Partners Ltd			Houston	TX	77055
			Fwd Property Investors Lp			Richmond	VA	23238
Dario P	Gonzalez					Austin	TX	78744
			Greenbrier Endeavor LLC			Dallas	TX	75220
			Group 1 Realty Inc			Houston	TX	77024
			Gty-Epp Leasing LLC			Jericho	NY	11753
			Gvs Texas Holdings I LLC			Austin	TX	78701
			Hag Re Cdt LLC			Charlotte	NC	28212
			Halle Properties LLC			Scottsdale	AZ	85255
			Harbert Rainier Southpark Meadows LLC			Dallas	TX	75240
			Haviland Lake Partners Lp			Austin	TX	78726
			Hazel Rose Investments Ltd Par			Manchaca	TX	78652
			HEB Grocery Company Lp			San Antonio	TX	78283
			Heep Ranch Properties Ltd			Houston	TX	77056
			Hfh Investments Lp			Buda	TX	78610
			Hickman Charles A Trustee			Jamul	CA	91935
			Holt Machinery Company			San Antonio	TX	78220
			Holt Texas Ltd			San Antonio	TX	78222
			Holt Texas Ltd			San Antonio	TX	78220
			Home Depot Usa Inc			Atlanta	GA	30348
			Housing Authority of Austin			Austin	TX	78704
			Hpt Cw Properties Trust			Alpharetta	GA	30022
			International Bank of Commerce			Austin	TX	78701
			KAF II Development Company			Austin	TX	78702
			Keesee Tract Partners Lp			Austin	TX	78756
			King Edward IX LLC			Buda	TX	78610
			Kipp Austin Public Schools Inc			Austin	TX	78724

# CAPITAL EXPRESS SOUTH MAILING LIST

First Name	Last Name	Title	Organization			City	State	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 LFI 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
			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
			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	75013
			SC Austin Re LLC			Wilsonville	OR	97070
			Schwartz Family Limited Partne			Northbrook	IL	60062

# CAPITAL EXPRESS SOUTH MAILING LIST

First Name	Last Name	Title	Organization	Address 1	Address 2	City	State	Zip
			Sif 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
G E	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
			Utoem 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](http://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](http://www.TxDOT.gov) and search the keywords “Capital Express South.”



FOR MORE INFORMATION,  
VISIT [MY35.ORG/CAPITAL](http://MY35.ORG/CAPITAL)  
OR CALL 512-832-7128

 @TxDOTAustin

**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](https://my35.org).**

**MOBILITY35 PROJECT**

P.O. Box 15426  
Austin, TX 78761



FOR MORE INFORMATION,  
VISIT [MY35.ORG/CAPITAL](https://my35.org/capital)  
OR CALL 512-832-7128

 @TxDOTAustin

78652

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ROUTE

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TOTAL

AGE 25-44

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INCOME

COST

Show Table

Individual Routes Selected

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ROUTE

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Order Summary

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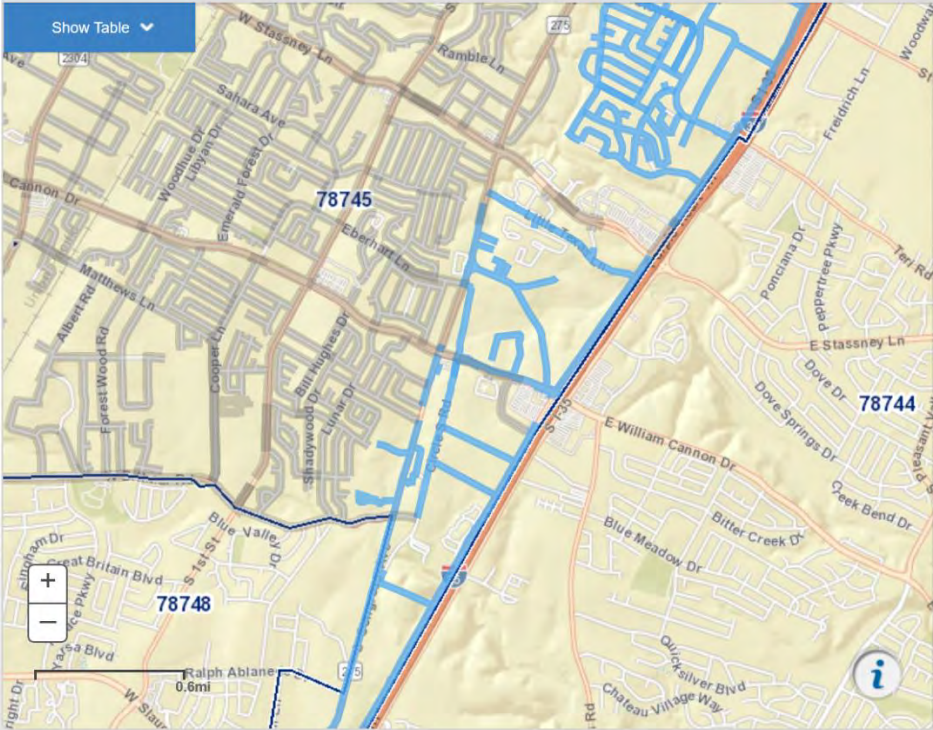
AGE 25-44

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Order Summary

Individual Routes Selected

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Approximate Cost

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# **News Release**



## NEWS RELEASE

### AUSTIN DISTRICT

Diann Hodges  
O: (512) 832-7027  
C: (512) 284-1425  
[Diann.Hodges@txdot.gov](mailto: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 [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](http://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.

For media inquiries, contact [Diann.Hodges@txdot.gov](mailto: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](http://txdot.gov). "Like" us on [Facebook](#) and follow us on [Twitter](#).

Our Values: People • Accountability • Trust • Honesty

*An Equal Opportunity Employer*

[www.txdot.gov](http://www.txdot.gov) | [TxDOT on Facebook](#) | [TxDOT on Twitter](#)

## **Emails**



**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 [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.



Texas Department of  
Transportation, © 2019.  
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125 East 11th Street  
Austin, TX 78701  
Contact Us | (512) 366-3229

**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](http://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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[why did I get this?](#) [unsubscribe from this list](#) [update subscription preferences](#)

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

**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](http://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 [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.



Texas Department of  
Transportation, © 2019.  
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1608 W 6th Street  
Austin, TX 78703  
Contact Us | (512) 366-3229

## **Webpages**



## 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](http://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.

###

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### 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  
Accommodation:**

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



**Memorandum of Understanding:**

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

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

[About Public Hearings, Meetings and Notices](#) ⋮

[Committees](#)

[Volunteer](#) ⋮

[Archive](#) ⋮

[Sunset Review](#)

Page Options



Contact Us

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.

➤ Downloads

## Email



## Capital

[About Mobility35](#)[Proposed Concepts](#)[Road Conditions](#)[Construction Information](#)[Project Information](#)[Partnerships](#)[Contact Us](#)

## Capital Express South Project

### Overview:

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.

#### ▼ 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](#)





## Capital

[About Mobility35](#)[Proposed Concepts](#)[Road Conditions](#)[Construction Information](#)[Project Information](#)[Partnerships](#)[Contact Us](#)

## Capital Express South Project

### Overview:

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.

#### ➤ 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](#)





## Capital

[About Mobility35](#)[Proposed Concepts](#)[Road Conditions](#)[Construction Information](#)[Project Information](#)[Partnerships](#)[Contact Us](#)

## Capital Express South Project

### Overview:

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.

#### ➤ Need & Purpose

#### ➤ Project Description

#### ▼ Funding

- Project development and construction funded by TxDOT
- 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](#)





## Capital

[About Mobility35](#) >[Proposed Concepts](#) >[Road Conditions](#)[Construction Information](#)[Project Information](#)[Partnerships](#)[Contact Us](#)

## Capital Express South Project

### Overview:

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.

[➤ 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](#)





## Capital

[About Mobility35](#)[Proposed Concepts](#)[Road Conditions](#)[Construction Information](#)[Project Information](#)[Partnerships](#)[Contact Us](#)

## Capital Express South Project

### Overview:

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.

[➤ 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](#)



# **Social Media**



**Social Media Posts**  
**Capital Express South Open House**  
**October 17, 2019**

TxDOT Austin District Twitter

Tell us what you think! Join us for the I-35 Capital Express South project open house, Thursday, Oct. 17 from 5:30 - 7:30 p.m. at Akins High School. We hope to see you there! #My35

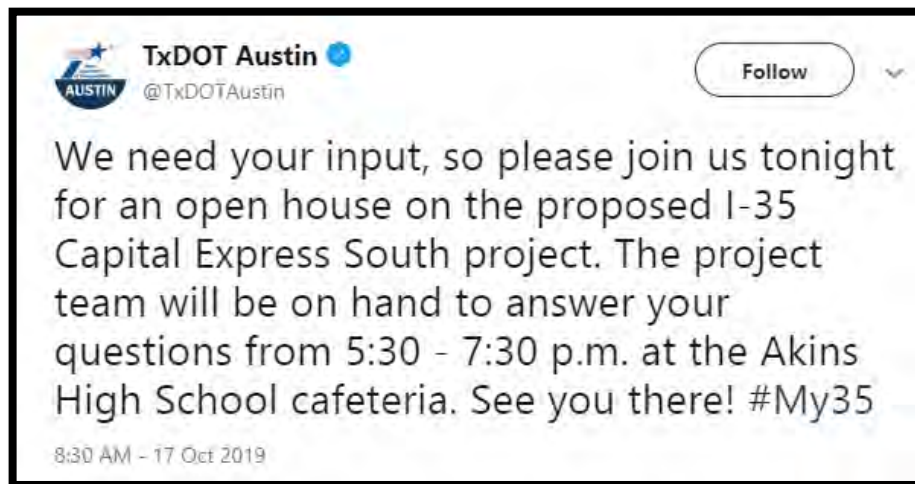


2:30 PM - 15 Oct 2019



**Social Media Posts**  
**Capital Express South Open House**  
**October 17, 2019**

TxDOT Austin District Twitter



TxDOT Austin District Twitter



**Social Media Posts**  
**Capital Express South Open House**  
**October 17, 2019**

TxDOT Austin District Twitter



**Social Media Posts**  
**Capital Express South Open House**  
**October 17, 2019**

TxDOT Austin District Twitter



## **News Articles / Media Coverage**



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 Adrienne 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

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 MonitorAustin 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."

The Texas Department of Transportation, however, has committed itself  
I-35 Capital Express South Open House

## SEARCH

Enter a search term below to search the Austin Monitor.

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 quarter-mile 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.



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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.

*Photo by [Wil C. Fly](#) made available through a [Creative Commons license](#).*

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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](http://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

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COURTESY OF TXDOT

Austin could be getting its first 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 flow on [Texas' most congested road](#).

Since state leaders have said tolls are out of the





CREDIT COURTESY OF TxDOT

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

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 traffic flow.”

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, officials 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 traffic 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](mailto:samuel@kut.org). Follow him [@SamuelKingNews](https://twitter.com/SamuelKingNews)*

**TAGS:** TEXAS DEPARTMENT OF TRANSPORTATION AUSTIN I-35 TRAFFIC TRANSPORTATION

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# **Mobility35 Newsletters**



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

### Capital Express Program



North



Central



South

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>



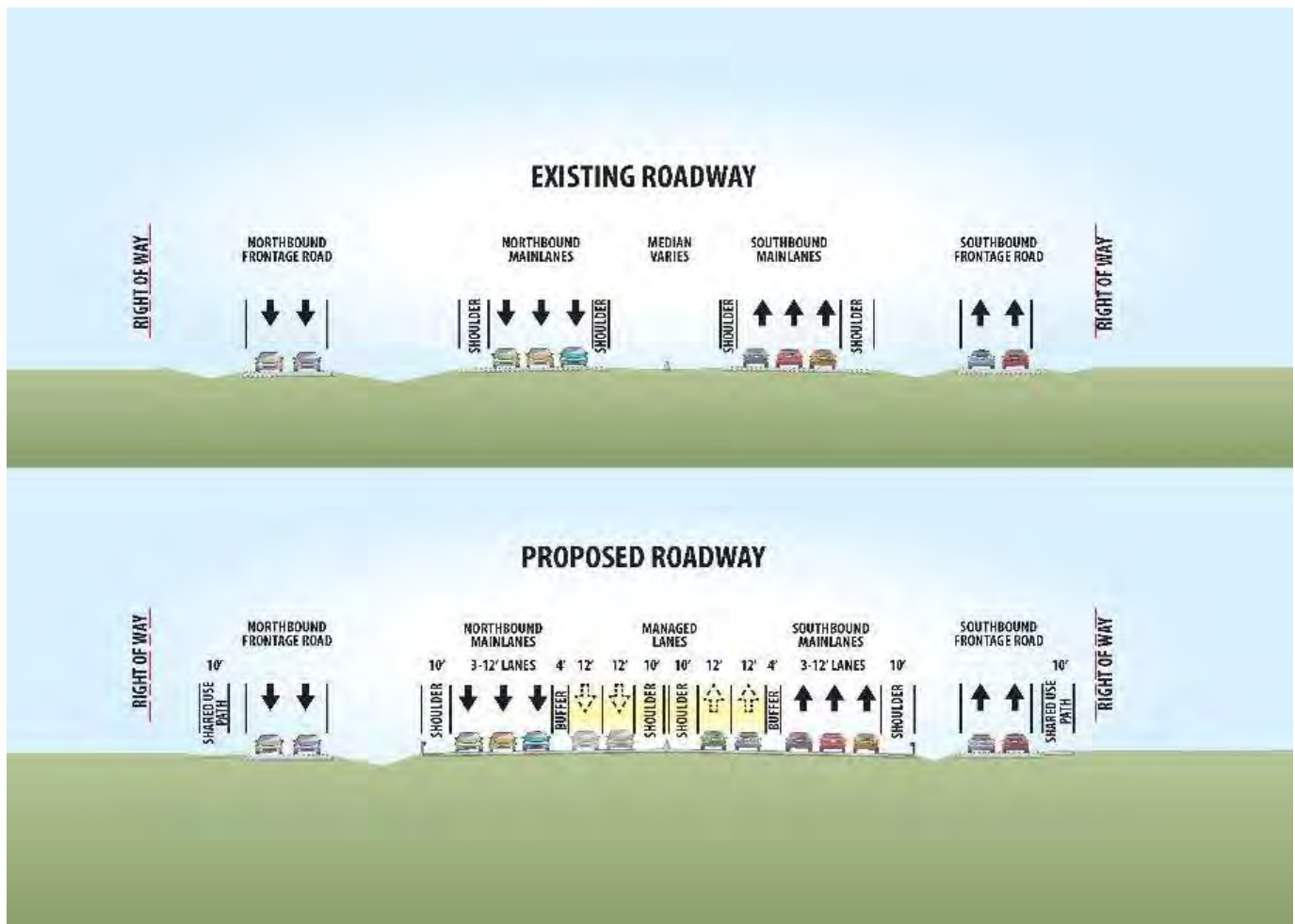
OCTOBER 2019 ■ E-NEWSLETTER

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](http://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**



**Public Sign In**  
**I-35 Capital Express South Project**  
**Open House**  
**Thursday, October 17, 2019**

Name	Zip Code	Affiliation	Elected Official Check Here	How did you hear about the meeting?
Barbara Ruiz	78747			Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio <input checked="" type="checkbox"/> Community Flyer ___ Other (please specify) ___
Darida Ray	78748	AKin		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio <input checked="" type="checkbox"/> Community Flyer ___ Other (please specify) ___
Jay Mills	78702	Extend-A-Care for hds		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer <input checked="" type="checkbox"/> Other (please specify) ___
Carl Urban	78610	HFH INVESTMENTS		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Betsy Urban	78610	" "		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Jud Zeller	78747			Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Wayne Dennis	78681	Bridgefarm & Assoc		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) <input checked="" type="checkbox"/> Website
Mark Tedder	78610	Sonic Drive Ins		Newspaper ___ Road-side sign ___ TV ___ Friend <input checked="" type="checkbox"/> Radio ___ Community Flyer ___ Other (please specify) ___
Clayton McNeal	78758	AECOM		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Emma Segura	78748	Akins Estancia Resident		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___



**Public Sign In**  
**I-35 Capital Express South Project**  
**Open House**  
**Thursday, October 17, 2019**

Name	Zip Code	Affiliation	Elected Official Check Here	How did you hear about the meeting?
Sarah Heckler	78747	Onion Creek Apts.		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) <u>Referral</u>
Rafael Murray	78748	Planet K Onion Creek		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) <u>Referral</u>
Greg Delwinne	78747	Resident Onion Creek		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
KEVIN NEWMAN	78070	TEXAS MEDICINE		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) <u>EMAIL</u>
TJ HIGGINBOTHAM	78610	BDA / RESIDENT		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Milton Cito	78652			Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) <u>Drive by</u>
Ken Jacob	78747	Onion Creek Hox		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) <u>Community Flyer</u>
Bill Fredenburg	78747	Onion Creek		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) <u>email</u>
DICK KALLERMAN	78704	Sierra Club		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Shelley Samuels	78652			Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___





**Public Sign In**  
**I-35 Capital Express South Project**  
**Open House**  
**Thursday, October 17, 2019**

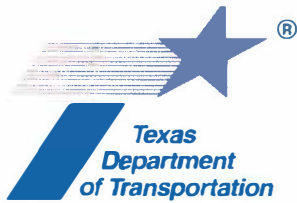
Name	Zip Code	Affiliation	Elected Official Check Here	How did you hear about the meeting?
Huntley Turner	78249	Martin Marietta		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) <u>Internet</u>
Robert Rizo	78640	Kyle City Council member	✓	Newspaper ___ 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	Onion Creek		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Scott Flatness	78744			Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) <u>Internet</u>
De Bayless	78748	Chisholm Lane POA		Newspaper <u>X</u> Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___
Adeliza Ramirez	78748			Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) <u>Email</u>
Beatriz Hernandez	78744			Newspaper ___ Road-side sign ___ TV <u>✓</u> Friend <u>✓</u> Radio ___ Community Flyer ___ Other (please specify) ___
ISAM BANDAK	78745			Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) <u>Other</u>
Ben Peterson	78748	Reagan National		Newspaper <u>✓</u> Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) ___



**Public Sign In**  
**I-35 Capital Express South Project**  
**Open House**  
**Thursday, October 17, 2019**

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) _____
Mike Andry	SAT 78240	Andry Group, LLC		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) <u>Website</u>
Jessie Hernandez	78744			Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) _____
Beatriz Hernandez	78744			Newspaper ___ Road-side sign ___ TV ___ <u>Friend</u> ___ Radio ___ Community Flyer ___ Other (please specify) _____
AKASH SAREDI	78704	SELF		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) <u>EMAIL</u>
Lexine Spillmann	78610	self		Newspaper ___ Road-side sign ___ TV ___ Friend <u>✓</u> ___ Radio ___ Community Flyer ___ Other (please specify) _____
Steffan Bergeson	78735	Martin Marietta		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Other (please specify) <u>mail</u>
Tristan Leonard	78748	T		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**  
**Thursday, October 17, 2019**

Name	Zip Code	Affiliation	Elected Official Check Here	How did you hear about the meeting?
Rafael Rojas	78749	HNTB		Newspaper__ Road-side sign__ TV__ Friend__ Radio__ Community Flyer__ Other (please specify) <u>Email</u>
ROGER BECK	32819	LANE CONSTRUCTION		Newspaper__ Road-side sign__ TV__ Friend__ Radio__ Community Flyer__ Other (please specify) <u>Email</u>
Jessica Kessinger	78665	WSP		Newspaper__ Road-side sign__ TV__ Friend__ Radio__ Community Flyer__ Other (please specify) <u>Email</u>
Samuel 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)
Javier A. Arguella	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)
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**Public Sign In**  
**I-35 Capital Express South Project**  
**Open House**  
**Thursday, October 17, 2019**

Name	Zip Code	Affiliation	Elected Official Check Here	How did you hear about the meeting?
ANTHONY SORSA	78129	CPM		Newspaper___ Road-side sign___ TV___ Friend___ Radio___ Community Flyer___ Other (please specify)___
Buster Cavin	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)___
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**Public Sign In**  
**I-35 Capital Express South Project**  
**Open House**  
**Thursday, October 17, 2019**

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)____
				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)____
				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**



## STAFF SIGN IN SHEET

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



Name	Affiliation	Initials
Alex Amponsah	Atkins	Ab
Alex Navarro	TxDOT	
Annie Sikes	NLA	AS
Ari Gurumurthy	Atkins	
Brad Kwaterski, P.E.	AECOM	BJK
Brad Wheelis	TxDOT	
David Harrah	TxDOT	
David Hawley, P.E.	AECOM	DH
Diann Hodges	TxDOT	DH
Dwayne Halbardier, P.E.	TxDOT	

*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.*





## STAFF SIGN IN SHEET

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



Name	Affiliation	Initials
Epi Gonzalez, P.E.	TxDOT	EG
Heather Ashley-Nguyen, P.E.	TxDOT	HAN
James Lowe	Atkins	
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	MR
Melissa Hurst	Rifeline	MH
Mike Arellano, P.E.	TxDOT	MA

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## STAFF SIGN IN SHEET

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



Name	Affiliation	Initials
Mitzi Ellison	NLA	ME
Nancy Gates	AECOM	NSG
Nicholas Barbera	Rifeline	NB
Reese Williams, P.E.	Atkins	RAW
Ryan Ingram	AECOM	
Sam Yacoub, P.E.	TxDOT	
Shashider Velugati, P.E.	AECOM	
Shelly Eason	TxDOT	SE
Shirley Nichols	TxDOT	SN
Stefanie Galindo	TxDOT	

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Name	Affiliation	Initials
Stefanie Guin, P.E.	Atkins	SG
Stephanie Messerli, P.E.	Jacobs	
Steve Best	TxDOT	
Susan Fraser, P.E.	TxDOT	JS
Tim Ryan, P.E.	AECOM	TR
Tom Benz, P.E.	TxDOT	
Tucker Ferguson, P.E.	TxDOT	TF
Victor Vargas, P.E.	TxDOT	VV

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 10701 S. 1<sup>st</sup> Street, Austin, TX 78748



Name	Affiliation	Initials
Shashider Velugati	ACCOM	SAV
Susana Ceballos	TxDOT - North Austin Area Office	SC
Michelle Premage-Chambers	TxDOT - STAO	MPC

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**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. 1<sup>st</sup> Street, Austin, TX 78748



(PLEASE PRINT)

NAME: Jesus Hernandez 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](mailto:info@mobility35.org), or by visiting our virtual open house at [mobility35openhouse.com](http://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: \_\_\_\_\_


- SH 71 / US 290 Direct Connector should be widened to 2 lanes from STA 3495+00 to 3510+00 because of bottle neck.
- Increase from 2 LN's to 3 LN from Toyota to ~~Bottle Bend~~ Fiesta. (NB + SB side)
- need free flow right turns at Stassney with dedicated lane to move traffic faster.
- need exit at 3530+00 <sup>N</sup> to get access to SH 71 / US 290 Direct Connector
- <sup>3 (three)</sup> LN FR needed at William Connor / Stassney Areas to accommodate all driveway exiting traffic.

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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.

- 
- 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.



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10701 S. 1<sup>st</sup> Street, Austin, TX 78748



(PLEASE PRINT)

NAME: Ramirez AFFILIATION: \_\_\_\_\_

ADDRESS (optional): \_\_\_\_\_

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENTS: \_\_\_\_\_

Please reconsider having ~~an~~ 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.

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



(PLEASE PRINT)

NAME: Robert Rizo AFFILIATION: \_\_\_\_\_

ADDRESS (optional): \_\_\_\_\_

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENTS: I would like to voice my concern  
about not having two high occupancy lanes.  
I would rather see one high occupancy lane,  
and add another lane for all drivers. I travel  
I-35 from Kyle on a ~~weekly~~ daily basis. I  
see more single occupancy vehicles driving into  
Austin. Austin is so spread out that per  
will benefit from two high occupancy lanes.  
Having extra lanes for single commuters  
would be best for traffic.

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.

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10701 S. 1<sup>st</sup> Street, Austin, TX 78748



(PLEASE PRINT)

NAME: Curtis Rogers AFFILIATION: —

ADDRESS (optional): 78702

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENTS: 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.

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(PLEASE PRINT)

NAME: Mark Tedder AFFILIATION: MHR Austin Sonic  
DBA: SONIC DRIVE INS  
ADDRESS (optional): [REDACTED]

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENTS: 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

This may not be a feasible request  
but I would encourage you to consider  
an exit to Stassney Lane <sup>north</sup> ~~South~~ bound  
to alleviate the congestion at the  
<sup>north</sup> ~~South~~ bound William Cannon frontage

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Thank you



## **Emailed Comments**

## Comments for official record

1 message

**Zoila Vega-Marchena** [REDACTED]

Fri, Nov 1, 2019 at 10:24 AM

To: info@mobility35.org

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:** [REDACTED] >

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

**To:** my35 <[my35@txdot.gov](mailto:my35@txdot.gov)>; Christopher Bishop <[Christopher.Bishop@txdot.gov](mailto:Christopher.Bishop@txdot.gov)>; Diann Hodges <[Diann.Hodges@txdot.gov](mailto:Diann.Hodges@txdot.gov)>; Melissa Hurst-C <[MHURST-C@txdot.gov](mailto: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:

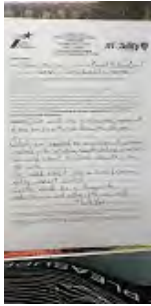
Austin, Texas 78705

----- Forwarded message -----

From: rafa m. [REDACTED]  
Date: Wed, Oct 30, 2019 at 1:53 PM  
Subject: Planet K Onion Creek  
To: <[info@mobility35.org](mailto:info@mobility35.org)>

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

[Quoted text hidden]



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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. 1<sup>st</sup> Street, Austin, TX 78748



(PLEASE PRINT)

NAME: Rafael Murray AFFILIATION: Planet K Onion Creek

ADDRESS (optional): [REDACTED]

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENTS: 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

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## **Verbal Comments**

Texas Department Of Transportation Open House  
October 17, 2019

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TEXAS DEPARTMENT OF TRANSPORTATION OPEN HOUSE  
CAPITAL EXPRESS SOUTH PROJECT

OCTOBER 17, 2019  
5:30 P.M. TO 7:30 P.M.

\*\*\*\*\*

HELD AT: AKINS HIGH SCHOOL  
10701 S. 1st Street  
Austin, Texas 78748

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

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

1 Texas people. They should have never, never, never sold it to  
2 any private companies. They should have kept it within the  
3 City of Austin. Then they could have managed the toll road.  
4 Okay? And the fees to the toll road.

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

10 I'm a -- I retired in '95. I'm 100 percent  
11 disabled from the Vietnam War. My wife is also a disabled  
12 person. The only time we go out is when -- to buy groceries or  
13 go see a doctor during the day, to do visitations to the  
14 medical staff, doctors, or grocery stores. We don't do no  
15 sporting arenas. We see everything on television, yeah.  
16 And -- But we are tourist people. Yeah, we're tourists.

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

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713-653-7100

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

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

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

15                  I've been living here since 1940, in this town.  
16                  I've seen the good and the bad and the ugly and -- but there's  
17                  not a solution to anything here in Austin. You know, the  
18                  people are voted -- the City Council is voted in. The mayor is  
19                  voted in. The governor is voted in. And they just stand by  
20                  with their hands in their pockets and raise the taxes of  
21                  everybody here and give it to the homeless.

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

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1 repair them because the money is wasted somewhere else.

2 I feel that the kids that are losing their  
3 schools are being -- are going to be bused to another school  
4 and be overcrowded, and they will not get their education, like  
5 they're doing now. The teachers are going to lose their jobs.  
6 Where are you going to put all these hundreds of teachers? And  
7 they're on -- And in Chicago, they're on strike.

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

13 25, 30 years from today, if you don't have  
14 education, you're going to starve to death. You're going to be  
15 on the streets, like these people are right now. Everything  
16 goes up. Everything. Rent goes up. Property tax goes up.  
17 Water line goes up. It's terrible. And if they close the  
18 schools down, like I said, where are the kids going to get  
19 their education from? You can only put so many in a classroom.

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

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713-653-7100

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

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

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

13 I think I've said enough.

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

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

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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

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REPORTER'S CERTIFICATION

TEXAS DEPARTMENT OF TRANSPORTATION OPEN HOUSE

CAPITAL EXPRESS SOUTH PROJECT

OCTOBER 17, 2019

\*\*\*\*\*

I, Sherri K. Williamson, hereby certify that the  
facts stated in the foregoing pages are true and  
correct.

GIVEN UNDER MY HAND on this the 18th day of October,  
2019.



Sherri K. Williamson  
TX CSR #5105, Expiration: 7-31-21  
U.S. Legal Support, Inc.  
Firm Registration No. 10558  
Austin Centre  
701 Brazos, Suite 380  
Austin, Texas 78701  
(512)292-4249

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 [REDACTED]	<input type="checkbox"/> I am employed by TxDOT <input checked="" type="checkbox"/> I do business with TxDOT <input type="checkbox"/> I could benefit monetarily from the project or other item about which I am commenting on
,,	<input checked="" type="checkbox"/> I am employed by TxDOT <input type="checkbox"/> I do business with TxDOT <input type="checkbox"/> I could benefit monetarily from the project or other item about which I am commenting on
Rafael Murray	<input type="checkbox"/> I am employed by TxDOT <input type="checkbox"/> I do business with TxDOT <input checked="" type="checkbox"/> I could benefit monetarily from the project or other item about which I am commenting on
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**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.				X
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 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				
<b>Traffic and Transit</b>					
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	<ul style="list-style-type: none"> <li>* Please integrate this project with transit centers and mobility hubs to maximize transit and HOV usage</li> <li>* Consider access points and improvements to roads for access to managed lane facility</li> <li>* Consider parallel bike/ped trails in addition to striped lanes on frontage roads</li> <li>* Restrict trucks to outside lanes; provide incentives to trucks to use SH 130</li> <li>* provide incentives/priority use for electric and plug in hybrid vehicles in managed lanes</li> <li>* Implement user fees to manage demand and maintain speeds on managed lanes</li> <li>* Implement incentives (coupons for SOV managed lane use) if user takes transit X number of times</li> </ul>		X	X	
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 area, but the addition of the lanes there can progress to a doubledecker toll...?				
Tom Kolko	The highway improvement projects and adding capacity projects are long overdue in the Austin area				X
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	
<b>Tolled lanes</b>					
Marian Casey	<p>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).</p> <p>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.</p>				
Sydney Loyed	<p>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).</p> <p>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.</p>				

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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	<p>#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.</p> <p>#2: Any new lanes should be created for the dedicated use of public transit, whether that be bus ( or in the future rail). Allowing public transit which is carrying more people more efficiently should be given priority vs. single-occupant vehicles.</p> <p>#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.</p>				X
Josh Miksch	<p>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.</p> <p>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).</p> <p>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.</p> <p>Thank You</p>				
Bill Gregory	<p>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).</p> <p>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.</p> <p>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!</p>				X

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Kyle Kerrigan	<p>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).</p> <p>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.</p>				
Stephanie Voutselakos	<p>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).</p> <p>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.</p>				X
Deyla	<p>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).</p> <p>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.</p>				
Ed Ireson	<p>Variable tolled lanes should be utilized, at a minimum for the express/HOV lanes, and to ease congestion at peak hours.</p> <p>Please also consider include ample safe pathways for human-scale transit - pedestrians and bikes.</p>				
Clint Sayers	<p>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.</p> <p>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).</p>				X
Annetta Petropoulos	<p>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).</p> <p>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.</p>				

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Clayton Hoover	<p>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).</p> <p>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.</p>				
Monti Jefferson	<p>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).</p> <p>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.</p>				
Truman H Fenton	<p>I favor managed HOV lanes for the new lanes.</p> <p>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.</p>				X
Crispin Ruiz	<p>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).</p> <p>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.</p>		X		X
Jeri Stone	<p>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.</p>				
Keeley Shrode	<p>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).</p> <p>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.</p>				

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Janice Hillenmeyer	<p>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).</p> <p>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.</p>	X			
Jan Fulton	<p>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).</p> <p>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.</p>				
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).				X
Megan Frey	<p>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).</p> <p>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.</p>				
JD Moore	<p>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.</p> <p>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.</p>				
Cid A Galindo	<p>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).</p> <p>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.</p>				



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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).  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.				X
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).  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.				
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.				X

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Lonny Stern	<p>Hello –</p> <p>I would like to advocate for two things:</p> <p>1) Using variable-price tolling lanes (instead of HOV lanes) on I-35</p> <p>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.</p> <p>Thanks for your help to improve this infrastructure for our community!</p>				
Richard Kooris	<p>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.</p> <p>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).</p> <p>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.</p>				X
Lora Herring	<p>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).</p> <p>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.</p>				X
Bryan	<p>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).</p> <p>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.</p>				

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najad baltaji	<p>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).</p> <p>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.</p>				
Margaret Robinson	<p>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).</p> <p>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.</p>		X		X
Annette French	<p>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).</p> <p>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.</p>				
Terrence	<p>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).</p> <p>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.</p>				
Jessica Grahek	<p>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).</p> <p>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.</p>				

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Elizabeth Buongiorno	<p>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).</p> <p>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.</p>				
Tom Stacy	<p>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).</p> <p>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.</p>				
Alex Westermann	<p>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).</p> <p>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.</p>				
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	<p>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).</p> <p>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.</p>				
Dana Hansen	<p>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).</p> <p>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.</p>				X

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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.		X		X
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	<p>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.</p> <p>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).</p> <p>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.</p> <p>Thank You.</p>			X	
Sierra Holloway	<p>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.</p> <p>Thank you for your work to fund transportation improvements in the central Texas region.</p>		X		
Roland Pena	<p>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).</p> <p>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.</p> <p>Thank you.</p>				
Patrick Rose	<p>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.</p> <p>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).</p> <p>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.</p> <p>Thank you, Patrick</p>				X
Michael Aulick	<p>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.</p>				



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Andrew Grimm	<p>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.</p> <p>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).</p> <p>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.</p> <p>Thank You.</p>				
Lanc Coplin	<p>TxDOT Officials,</p> <p>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.</p> <p>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).</p> <p>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.</p> <p>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.</p> <p>Many Thanks, Lance</p>				
Andrew D smith	I-35 should not be expanded, it should be tolled.				
Stephanie Scholten	<p>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.</p>				

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James Cain	<p>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.</p> <p>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).</p> <p>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.</p> <p>Thank You.</p>				
Hal	<p>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.</p> <p>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.</p> <p>Thank You.</p>				
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	<p>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.</p> <p>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).</p> <p>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.</p> <p>Thank You.</p>				
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 sighted.				

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Benjamin Blackburn	<p>Hello,</p> <p>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</p> <p>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).</p> <p>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.</p> <p>Thank You.</p> <p>Benjamin Blackburn</p>				X
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	<p>Hi there, please consider the following for the I-35:</p> <p>Consider adding HOV and Express Lanes</p> <p>Consider adding Toll lane</p> <p>Add lanes in Austin</p> <p>Frankly all the above solutions to relieve the congestion.</p>		X		
Kelly Ballard	<p>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).</p> <p>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.</p> <p>Thank You</p>				

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Natassia Marie Smith	<p>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).</p> <p>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.</p> <p>Thank You.</p>				
Kim Fernea	<p>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).</p> <p>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.</p> <p>Thank you.</p>				X
Lindsay Wood	<p>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).</p> <p>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.</p>		X		
Mike Kennedy	<p>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).</p> <p>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.</p> <p>Thank You.</p>				X

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Brittany Glasschroeder	<p>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).</p> <p>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.</p> <p>Thank You.</p>				
Jerry Frey	<p>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).</p> <p>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.</p> <p>Thank You.</p>				
atul patel	<p>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).</p> <p>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.</p> <p>Thank You.</p>				

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David Huter	<p>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).</p> <p>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.</p> <p>Thank You. David Huter</p>		X	X	X
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.		X		
Dana Harris	<p>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).</p> <p>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.</p> <p>Thank You.</p>				
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.		X	X	
ROGER BORGELT	<p>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).</p> <p>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.</p> <p>Thank You.</p>				X



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Shaun Cranston	<p>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).</p> <p>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.</p> <p>Thank You.</p>				X
Andrea Sanchez	<p>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).</p> <p>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.</p> <p>Thank You.</p>				
Matthew Geske	<p>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).</p> <p>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.</p> <p>Thank You.</p>				
Monica valdez	<p>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 fund 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.</p>				
Marvin Chaney	<p>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.</p>				

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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				
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.			X	
<b>Non-tolled managed lanes</b>					
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, technology permitting.				X
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.				X
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				X

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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!		X		
Susan Pantell	Managed lanes should require at least three people per vehicle.				
N Gordon	<p>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.</p> <p>Some examples similar to what TXDOT wants to build that have less:</p> <p>The Katy Managed Lanes in Houston.</p> <p>I-96 in the near suburbs of Detroit</p> <p>The Dan Ryan Expressway in Chicago.</p> <p>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.</p>				
Ronda Barton	<p>Please continue plans for HOV lanes on I-35 and please DO NOT add ANY toll lanes to I-35.</p> <p>Thank you,</p> <p>Ronda Barton</p>				X
William Cannon					
scott	Seems limiting Wlm Cannon traffic to two lanes at I-35 ensures future bottleneck. Right turn lanes onto Wlm Cannon unnecessary - should be Wlm Cannon's third lane. (Looks like additional land is available for limited right turn lane onto Wlm Cannon.) Dual left turn lanes from Wlm 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 Wlm Cannon to facilitate exit from I-35 area. Move bus stops off Wlm Cannon to facilitate traffic away from I-35 area. Wlm 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 Wlm Cannon at west side of new I-35 bridge.	X			
Slaughter Lane					

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
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.				X
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.				
<b>Onion Creek</b>					
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.				
<b>Project Support</b>					
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				X
<b>Bike/Ped</b>					
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 Wojtowicz	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.				

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
<b>Environmental</b>					
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	<p>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) .</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Follow tx dot guidelines for care of large trees that were used for the 183 project, gateway oaks.</p>				
<b>Noise</b>					
Ellen Ruth Sullivan	<p>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.</p> <p>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.</p> <p>This will be even more noticable for the many homes being built along the highway.</p> <p>And there are studies showing that this noise is harmful.</p> <p>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.</p>				X
<b>Design</b>					

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.				
<b>Project Limits</b>					
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**



TEXAS DEPARTMENT OF TRANSPORTATION

# WELCOME



## 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

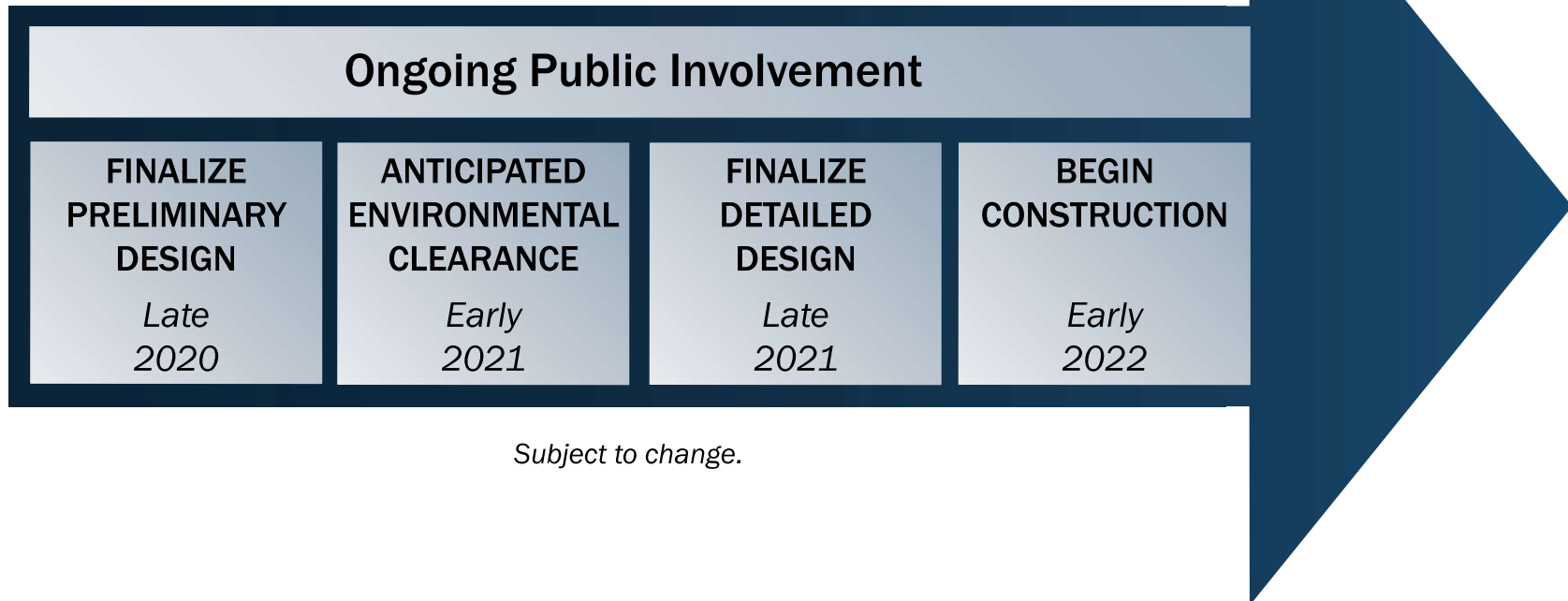
*\*See the HOV board for more information*



Mobility35 Capital Express South



## Project Schedule



*Subject to change.*

Mobility35 Capital Express South



## 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.

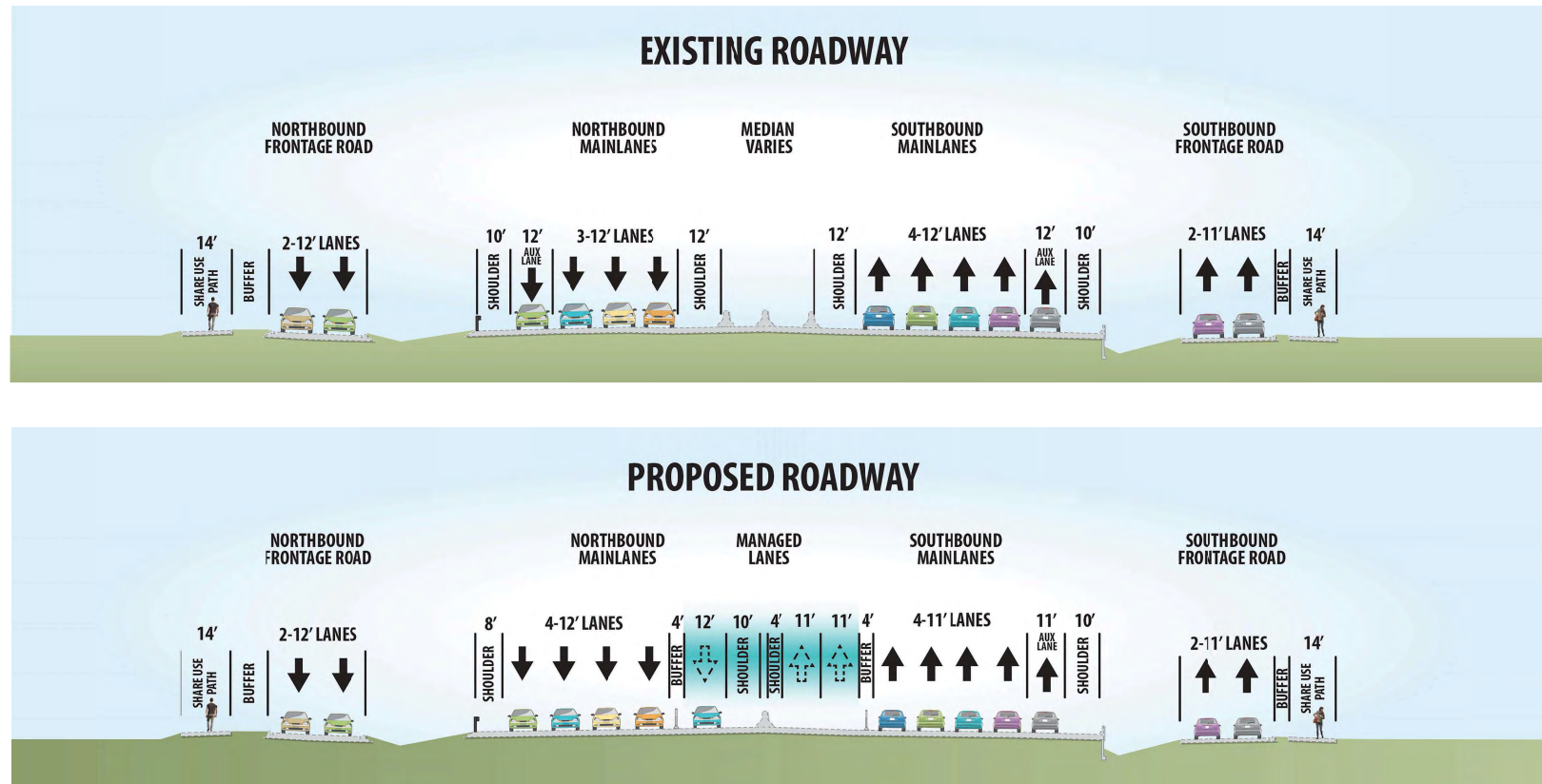






# TEXAS DEPARTMENT OF TRANSPORTATION

## Typical Section: Stassney Lane

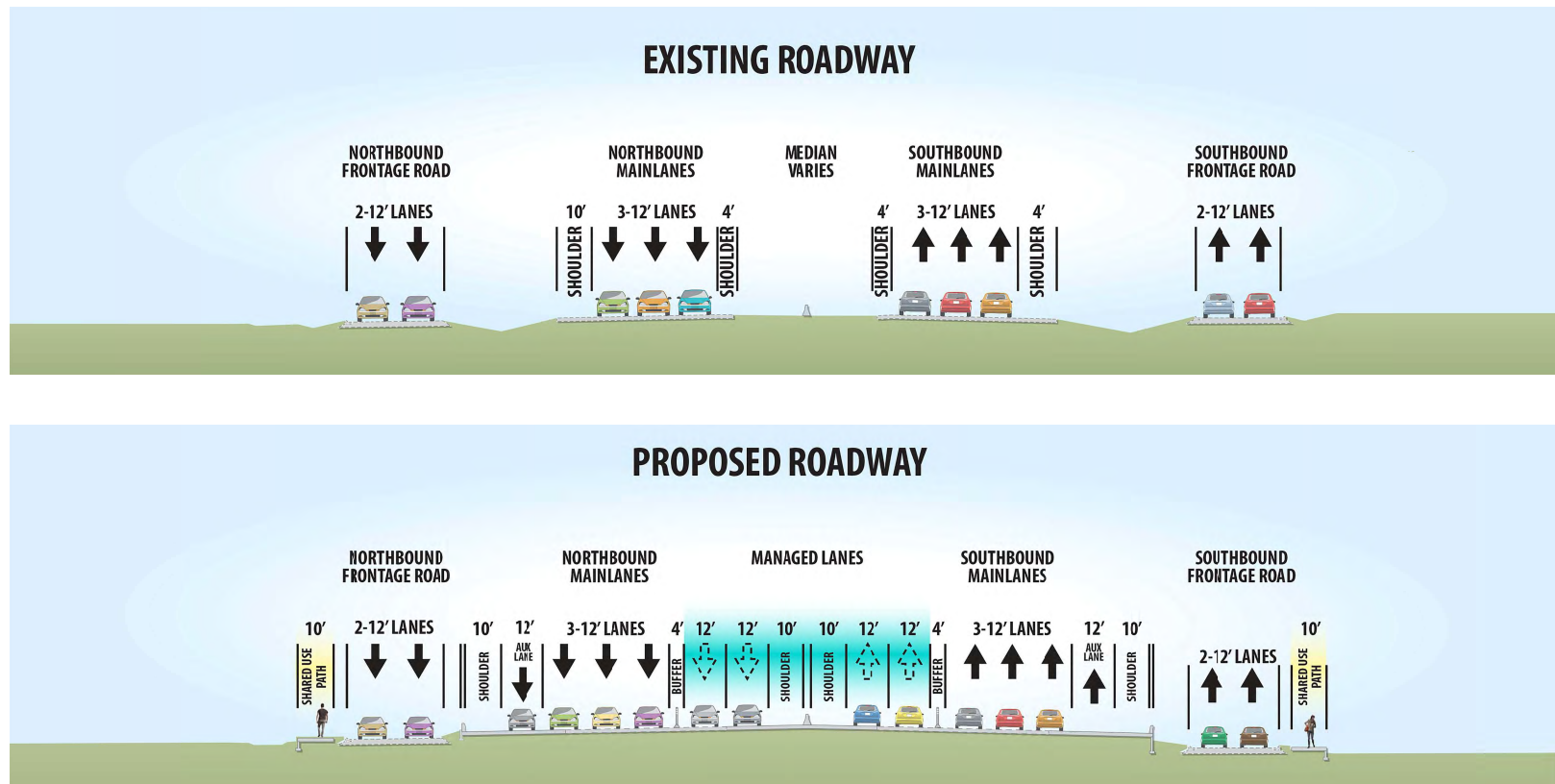


Mobility35 Capital Express South



TEXAS DEPARTMENT OF TRANSPORTATION

## Typical Section: Slaughter Lane

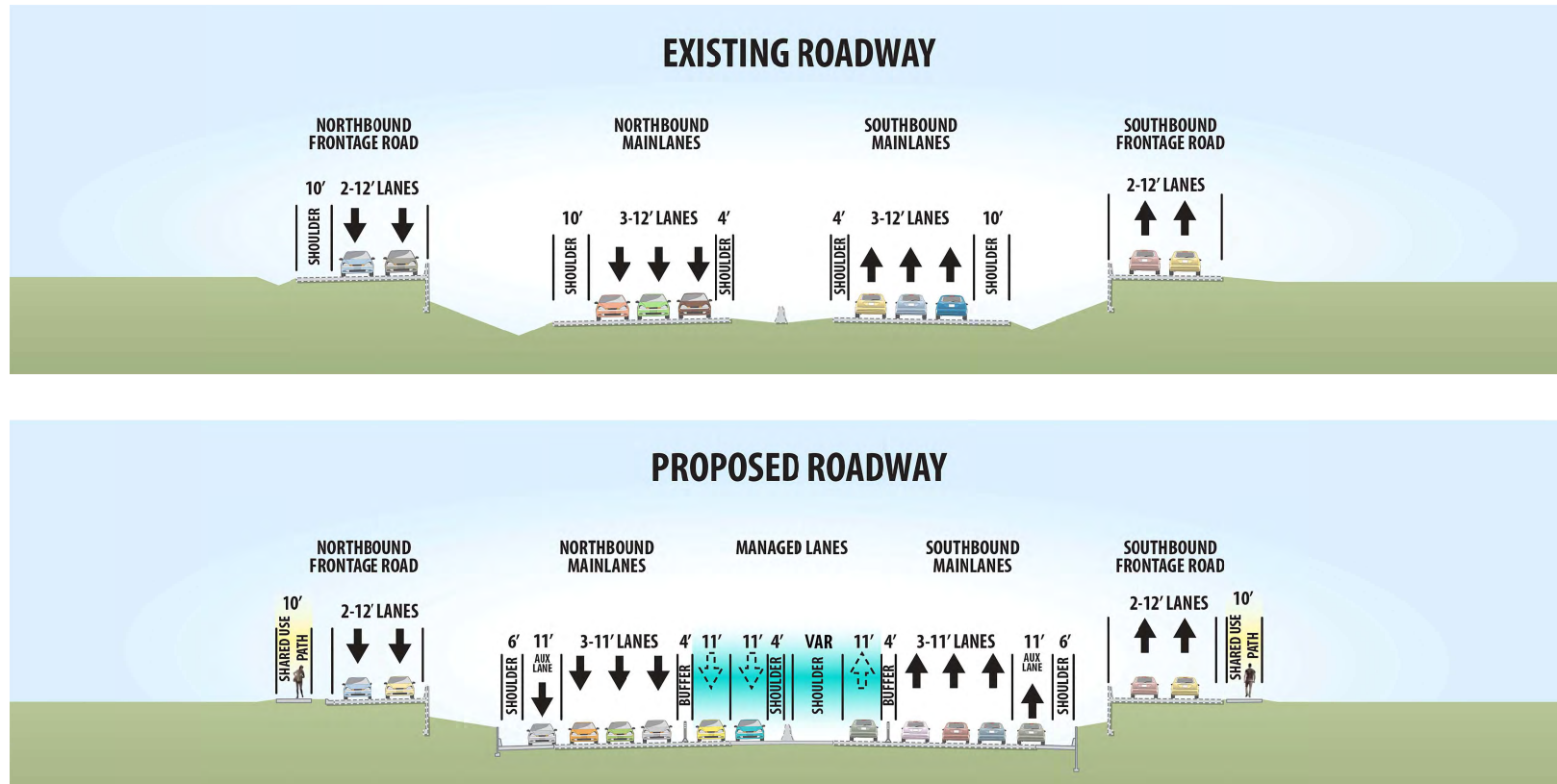


Mobility35 Capital Express South



TEXAS DEPARTMENT OF TRANSPORTATION

## Typical Section: Onion Creek Parkway



Mobility35 Capital Express South



TEXAS DEPARTMENT OF TRANSPORTATION

## I-35 at SH 71



Mobility35 Capital Express South





TEXAS DEPARTMENT OF TRANSPORTATION

## I-35 at William Cannon Drive



Mobility35 Capital Express South



TEXAS DEPARTMENT OF TRANSPORTATION

## I-35 at Slaughter Lane



Mobility35 Capital Express South





TEXAS DEPARTMENT OF TRANSPORTATION

## I-35 at Onion Creek Parkway

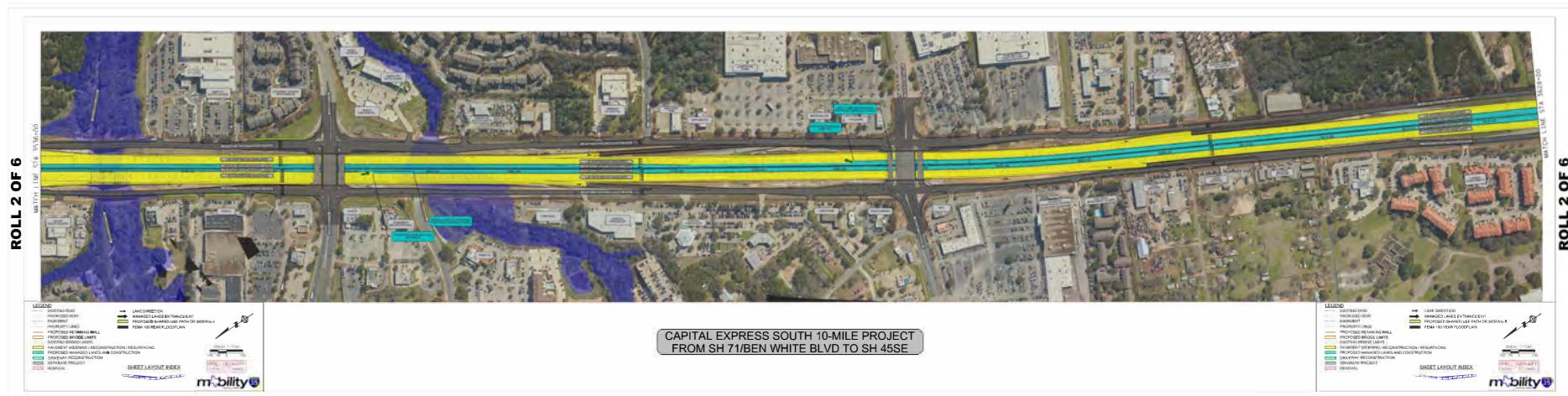


Mobility35 Capital Express South

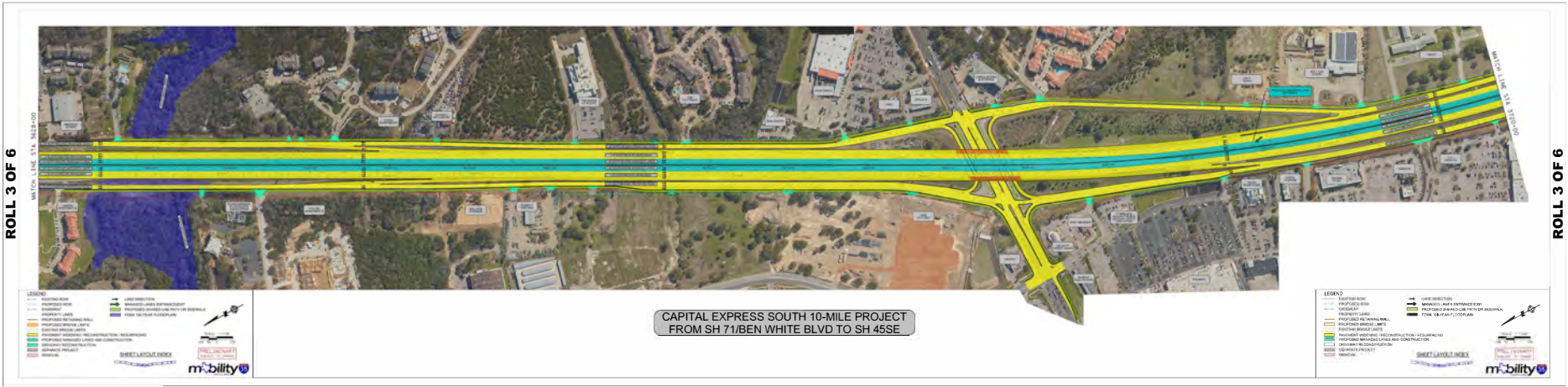




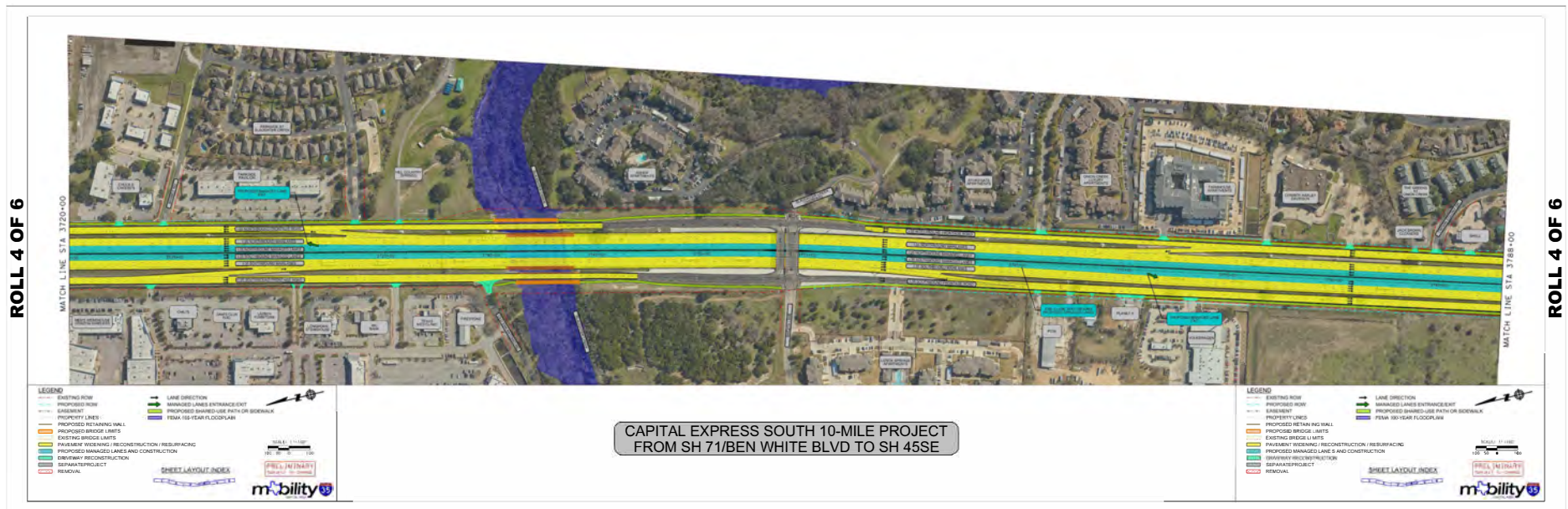
## Schematic Map Section 2 of 6



Schematic Map Section 3 of 6

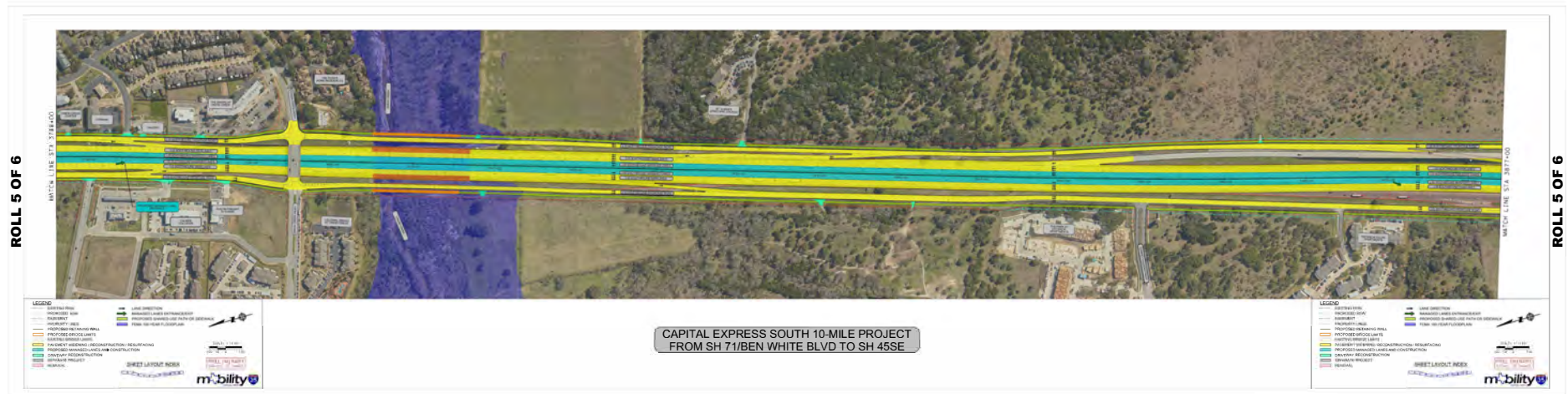


# Schematic Map Section 4 of 6



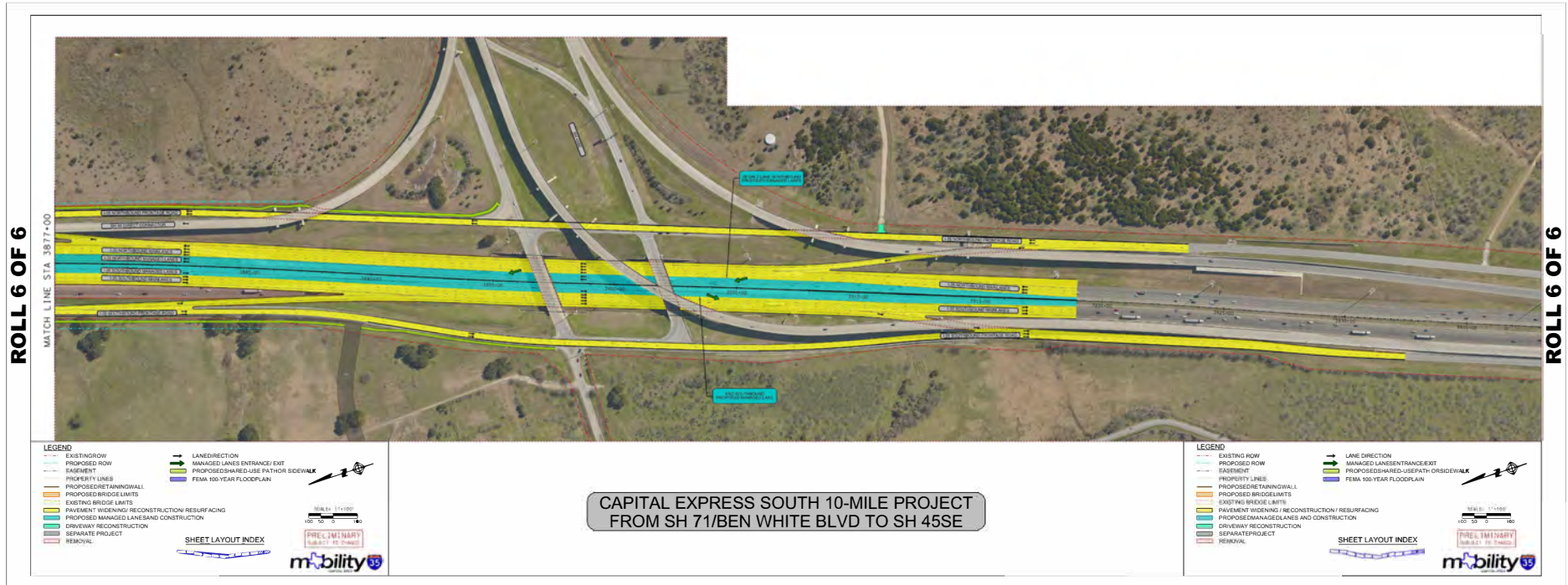


## Schematic Map Section 5 of 6





# 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. 1<sup>st</sup> Street, Austin, TX 78748



(PLEASE PRINT)

NAME: \_\_\_\_\_ 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](mailto:info@mobility35.org), or by visiting our virtual open house at [mobility35openhouse.com](http://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: \_\_\_\_\_

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*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.*



## CAPITAL EXPRESS SOUTH PROJECT



### FACT SHEET



#### Why improvements are needed

I-35 through Austin is one of the [most congested highways in Texas](#). 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 non-tolled 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](http://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  
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512-832-7027

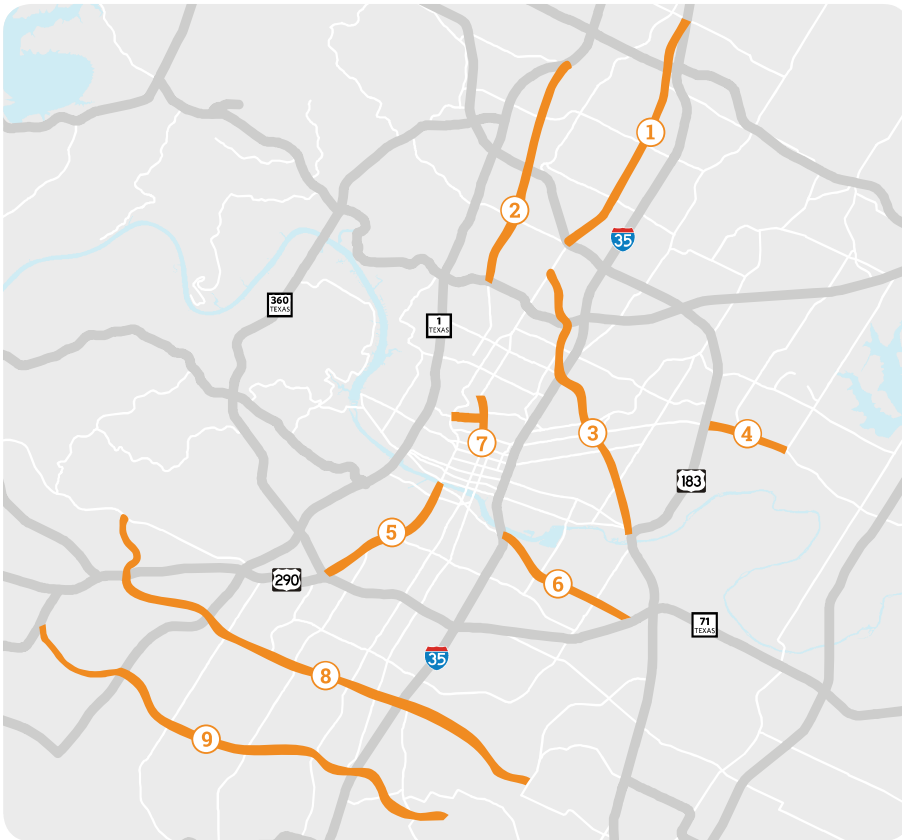
For additional information visit: [www.My35.org/Capital](http://www.My35.org/Capital).



# 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/ transit priority signalization



#### ENHANCED MULTIMODAL IMPROVEMENTS

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

## 1. North Lamar Boulevard

(US Hwy. 183 to Howard Ln.)

[AustinTexas.gov/NorthLamar](http://AustinTexas.gov/NorthLamar)

## 2. Burnet Road

(Koenig Ln. to MoPac Expy.)

[AustinTexas.gov/Burnet](http://AustinTexas.gov/Burnet)

## 3. Airport Boulevard

(North Lamar Blvd. to US Hwy. 183)

[AustinTexas.gov/AirportCorridor](http://AustinTexas.gov/AirportCorridor)

## 4. East MLK Jr. Boulevard

(US Hwy. 183 to Decker Ln.)

[AustinTexas.gov/EMLK](http://AustinTexas.gov/EMLK)

## 5. South Lamar Boulevard

(Riverside Dr. to Ben White Blvd./ US Hwy. 290 West)

[AustinTexas.gov/SouthLamar](http://AustinTexas.gov/SouthLamar)

## 6. East Riverside Drive

(I-35 to SH 71)

[AustinTexas.gov/Riverside](http://AustinTexas.gov/Riverside)

## 7. Guadalupe Street

(MLK Jr. Blvd. to W. 29th St.)

[AustinTexas.gov/GuadalupeStreet](http://AustinTexas.gov/GuadalupeStreet)

## 8. William Cannon Drive

(Southwest Pkwy. to McKinney Falls Pkwy.)

[AustinTexas.gov/WilliamCannon](http://AustinTexas.gov/WilliamCannon)

## 9. Slaughter Lane

(FM 1826 to Vertex Blvd.)

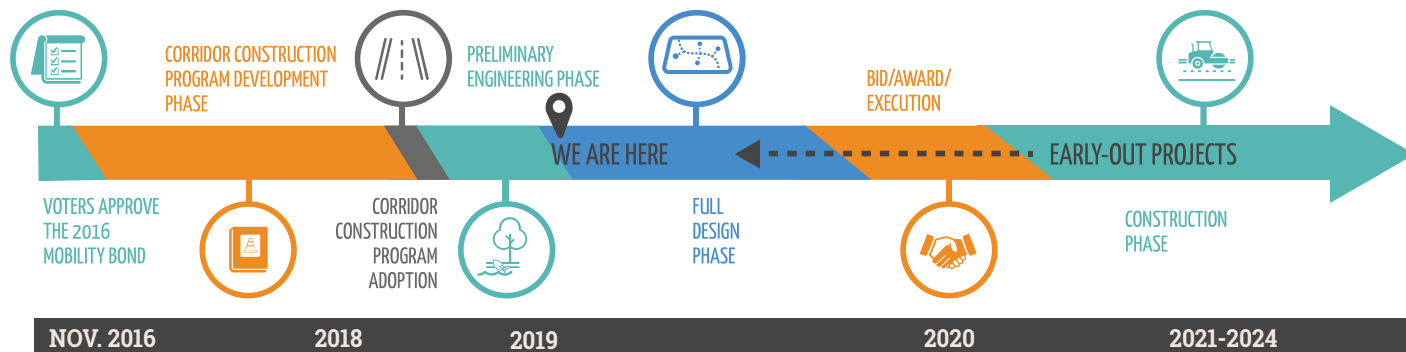
[AustinTexas.gov/SlaughterLane](http://AustinTexas.gov/SlaughterLane)

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, property-owners 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



/ATXTransportation

# Photographs

**Capital Express South  
Open House Photographs  
Oct. 17, 2019**



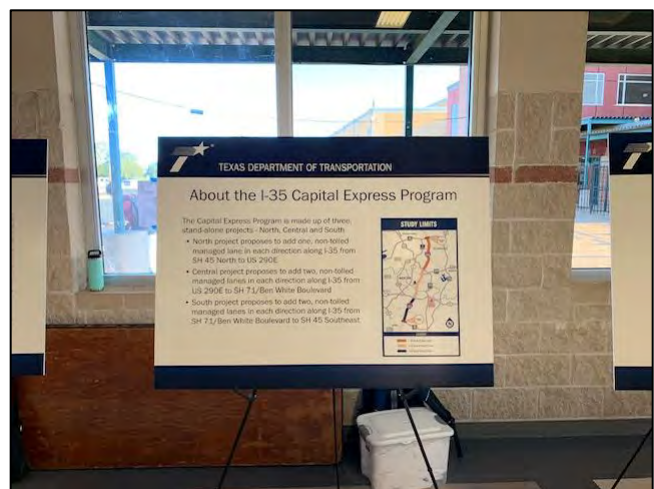
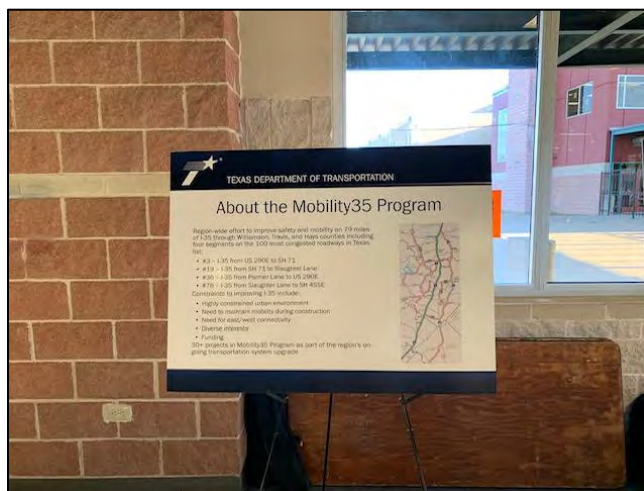
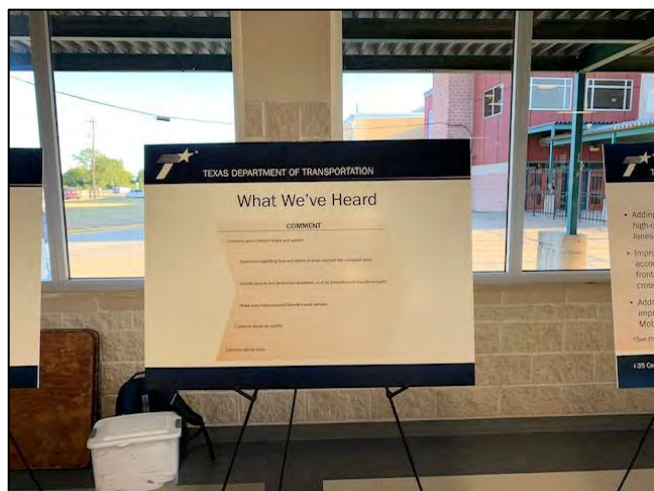












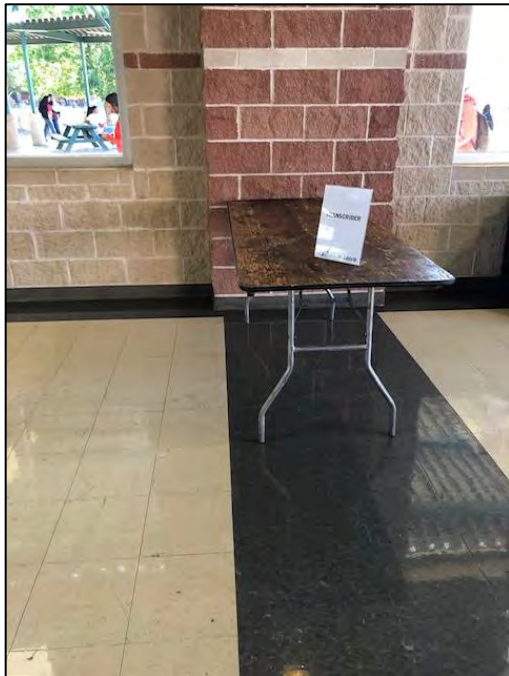




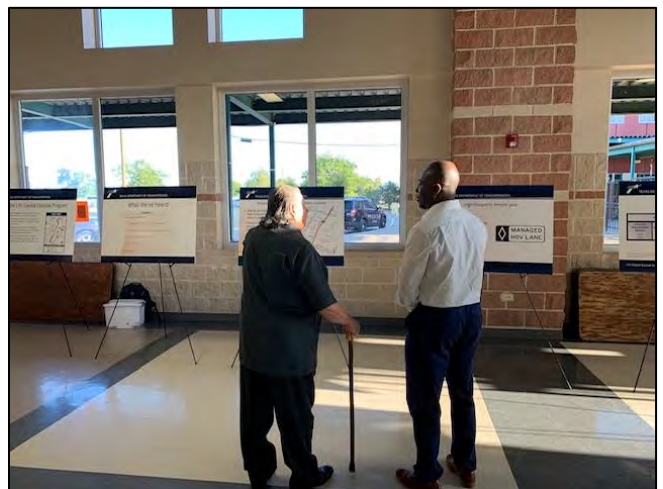
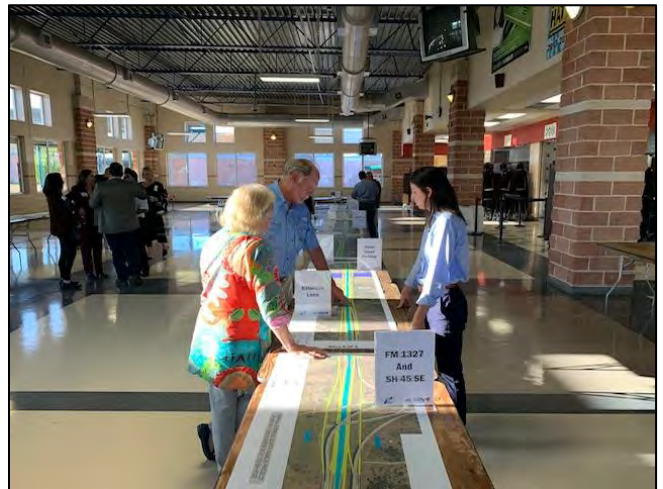


















**F.**

**VIRTUAL OPEN HOUSE**

## 01 Welcome

## 02 Project Overview

## 03 Project Exhibits

## 04 Open House Handouts

## 05 Submit a Comment

### RECEIVE UPDATES


[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 →](#)

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



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.

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# 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.



TEXAS DEPARTMENT OF TRANSPORTATION

# WELCOME



## I-35 CAPITAL EXPRESS SOUTH PROJECT



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## 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 interests
- Funding

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



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# About the I-35 Capital Express Program

The Capital Express Program is made up of three, stand-alone 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



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## What We've Heard

### COMMENT

Concerns about bridge height and speeds

Questions regarding how and where to enter and exit the managed lanes

Include bicycle and pedestrian amenities, such as sidewalks and shared-use paths

Make sure improvements benefit transit vehicles

Concerns about air quality

Concerns about noise



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## 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



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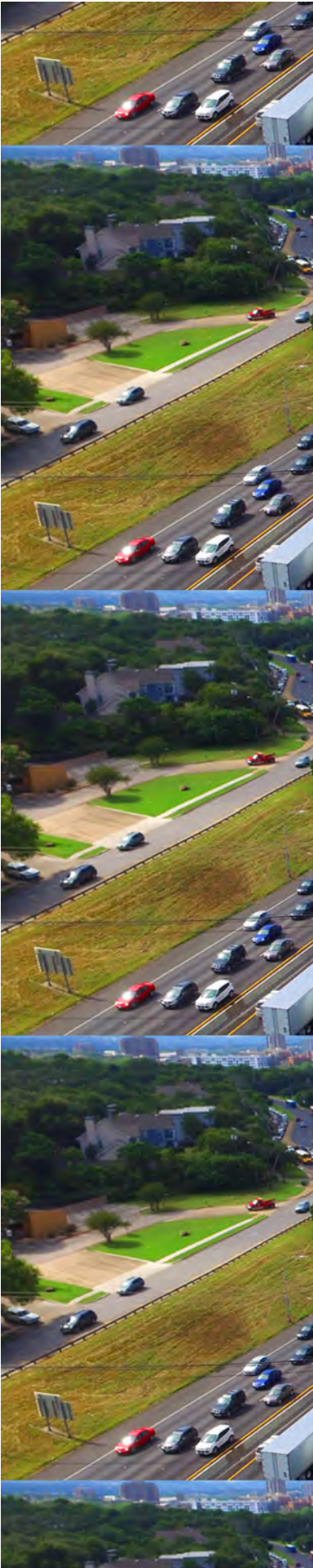
## High-Occupancy Vehicle Lane

**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







I-35 Capital Express South Open House

I-35 Capital Express South Project

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### Project Schedule



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.

I-35 Capital Express South Project

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### Typical Section: I-35 at Stassney Lane



I-35 Capital Express South Project

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### Typical Section: I-35 at Slaughter Lane







Typical Section: I-35 at Onion Creek Parkway



I-35 at SH 71



I-35 at Slaughter Lane







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### I-35 at William Cannon Drive



I-35 Capital Express South Project



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### I-35 at Onion Creek Parkway



I-35 Capital Express South Project

Next: 3. Project Exhibits →



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

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# I-35 Capital Express South Exhibits



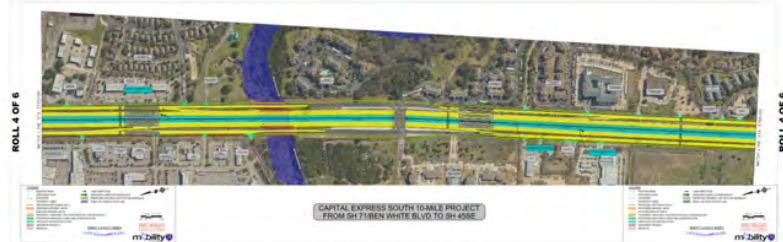
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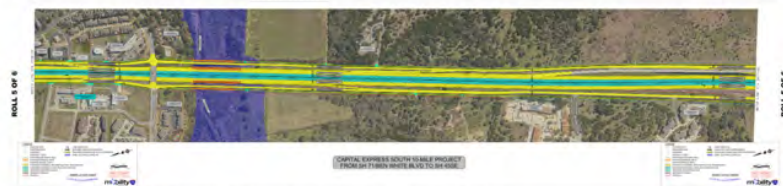
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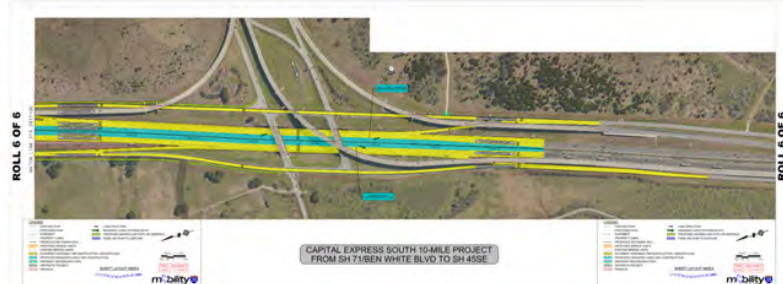
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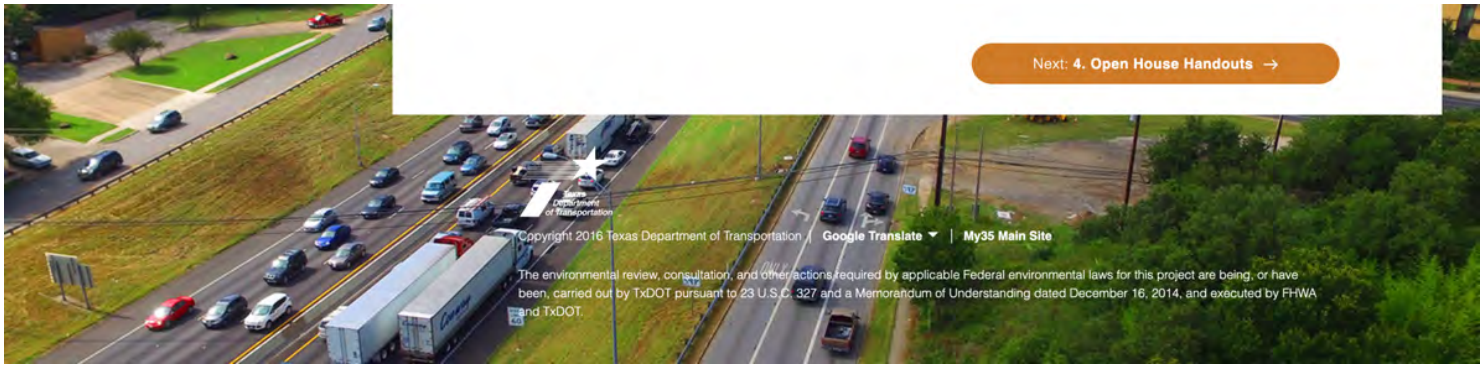
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Next: 4. Open House Handouts →



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# I-35 Capital Express South Open House Materials

All materials presented at the open house have been provided within this section. To complete an online submittal form with either comments and/or questions, please click on "Submit a Comment."

## Fact Sheets



Capital Express South Project



Capital Express North Project



High-Occupancy Vehicle Lanes

## Sign-in Forms



Public Sign-in



Public Sign-in



Project Notifications



Project Notifications

Next: [5. Submit a Comment →](#)

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## Submit a Comment

DEADLINE for Comments: Friday, Nov. 1, 2019

Email comments to: [info@mobility35.org](mailto: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.

Name\*

Email\*

Enter Email

Confirm Email

Phone

Address

Street Address

Address Line 2

City

State / Province / Region

ZIP / Postal Code

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.

[Submit →](#)

