

Benefits Associated with the Implementation of the Proposed Action

#	Category		Impact	Mitigation*	Timing/Phase of Construction
1	Safety and mobility/congestion relief/access	Public and agencies during scoping, COA, neighborhood associations, community groups	Increased SUPs along corridor	Additional and safer facilities for people who walk and bicycle along and across I-35. Increased mobility could increase accessibility to businesses and facilities for all communities, including underserved or vulnerable populations, as well as reduce congestion. SUPs may also play a role in reducing GHG in the region by encouraging more bicycle and pedestrian trips rather than by vehicles.	After construction
2	Safety and mobility/congestion relief	Community groups, COA	Added managed lanes, improved ramping	Congestion relief along the corridor. More reliable mobility for all users, including transit, police, fire, and EMS responders.	After construction
3	Safety and mobility	Community groups, COA	Improved emergency response times.	Improved mobility may lead to improved response times for first responders.	After construction
4	Safety and mobility	Community groups, COA	Building to current design standards	Enhanced safety and mobility	Design phase
5	Mobility/congestion relief	Public and agencies during scoping, COA neighborhood associations, community groups, DAA and Reconnect Austin	Improved transit facilities and access	The proposed managed lanes would be accessible to multiple multi-modal transit options, such as busses, van/carpools, or ride sharing, to reduce the overall lane miles traveled within the corridor.	After construction
6	Congestion relief	Community groups, COA	Bypass lanes provided under many intersections	Allows for improved mobility by eliminating the need for some vehicles to stop at the bypassed signalized intersections.	After construction
7	Connectivity/community cohesion	Public and agencies during scoping, COA, neighborhood associations, community groups, DAA and Reconnect Austin.	Enhanced bridges across corridor	Wider, safer crossings for pedestrians connecting east/west Austin and providing landscaping and pedestrian amenities, including 20-foot buffer and 10-foot SUP buffers between vehicles and pedestrians.	After construction
8	Community cohesion	Public and agencies during scoping, COA, neighborhood associations, community groups, DAA and Reconnect Austin.	Design accommodates for possibility of deck plazas that could potentially be built by others.	TxDOT has included support structures to facilitate the installation of deck plazas over the proposed I-35 facility. These caps would reduce the visibility of the I-35 main and managed lanes and provide open space for people who walk and bicycle. In some areas, if constructed, the caps would allow pedestrians to cross the entire I-35 corridor without having to cross any lanes of traffic.	Caps and stitches would be funded by others. Construction phasing would be determined through coordination between TxDOT, COA, and the selected contractor.

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9	Community cohesion	Public and agencies during scoping, COA, neighborhood associations, community groups	Reduced ROW and displacement (residential and business) Impacts	Through innovative design changes the ROW and associated displacements required to construct the proposed project has been reduced.	Design phase
10	Community cohesion	Public, community groups, DAA and Reconnect Austin	Boulevard concept (frontage roads only)	Would remove split frontage road system and bring the two frontage roads together on one side of the facility, above the lowered main and managed lanes, to form a more traditional boulevard appearance at ground level.	After construction
11	Community cohesion/Traffic Noise	Community groups, public and agency input, COA, neighborhood associations	Removal of upper decks	Reduces the visual barrier between east and west Austin. Anticipated to reduce noise volumes to surrounding neighborhoods.	After construction
12	Community cohesion/Traffic Noise/Air Quality	Community groups, public and agency input, COA, neighborhood associations, DAA and Reconnect Austin	Depressing/lowering areas of highway	Reduces visual barrier created by highway between east and west Austin. Decreased traffic noise and air pollution within these areas.	After construction

Commitments Required by Policy or Regulation

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1	Community Impacts: Travel Patterns and Access	Temporary road closures and traffic detours	<ul style="list-style-type: none"> Provide safe and efficient connections to and around neighborhoods during construction for all modes of transportation, including bicycles and pedestrians. Provide advanced notice of temporary road closures and traffic detours. Maintain access to properties during construction. 	Final design/during construction
2	Community Impacts: Traffic Noise	Traffic noise impacts near residential areas, parks, open spaces, and recreational areas	Construct noise barriers, where feasible, reasonable, and approved by landowners adjacent to the proposed noise barriers. Any subsequent project design changes may require a re-evaluation of preliminary noise barrier proposals. The final decision to construct the proposed noise barriers would not be made until completion of the proposed project design, utility evaluation, and polling of adjacent property owners during traffic noise workshops.	Final design/during construction
3	Community Impacts: Construction Noise	Temporary noise impacts during construction	Implement BMPs to minimize noise during construction, as per FHWA's Highway Construction Noise Handbook (2006). Minimize construction noise through abatement measures, such as work-hour controls and proper maintenance of muffler systems.	During construction
4	Transportation: Hike and Bike Trails	Temporary trail closures and detours during construction	<ul style="list-style-type: none"> Provide safe and efficient connections to hike and bicycle trails and allow for planned future trails. Coordinate with COA to provide advanced notice of temporary trail closures and detours during construction. 	Final design/during construction
5	Transportation: Bus Services	Temporary displacement of bus stops during construction	<ul style="list-style-type: none"> In cooperation with CapMetro, install temporary bus stops outside of the proposed ROW and as close as possible to the original bus stop location. In cooperation with CapMetro, notify riders at least one week in advance of temporary relocation or closure of bus stop. 	Pre-construction/during construction
6	Transportation: Bus Services	Bus stop displacements and relocations	In cooperation with CapMetro and COA, design new and re-established bus stop locations in accordance with the ADA requirements.	Final Design
7	Safety	Potential temporary impacts to emergency response travel time during construction	Coordinate with city and county officials to minimize disruptions to emergency services during construction.	Final design/pre-construction/during construction
8	Relocations and Displacements	All Displacements	Provide language translation services for displaced individuals, families, businesses, and nonprofit organizations.	During property acquisition
9	Relocations and Displacements	All Displacements	Relocation Assistance: <ul style="list-style-type: none"> Assign relocation assistance counselor that would 1) determine need for assistance and 2) provide current listings of other available replacement housing. Provide counseling to get assistance from other available sources to minimize hardships in adjusting to new location. Provide information concerning other federal, state, and local housing programs offering assistance 	During property acquisition

Commitments Required by Policy or Regulation

#	Category	Impact	Commitments	Timing/Phase of Construction
10	Relocations and Displacements	Owner occupants of less than 90 days and tenants	<p>Compensation:</p> <ul style="list-style-type: none"> Owner-occupants of less than 90 days and tenants may be eligible for down-payment assistance 	During property acquisition
11	Relocations and Displacements	All owner occupant displacements (residences, businesses, schools, places of worship and other nonprofit facilities)	<p>Notification:</p> <ul style="list-style-type: none"> Provide owner with relocation notification package. Assign relocation assistance counselor. Provide property owners with notification of TxDOT's intent to acquire an interest in their property, including a written offer letter of just compensation specifically describing those property interests. Property owners have a minimum of 90 days from date of written notice before TxDOT would acquire property. 	During property acquisition
12	Relocations and Displacements	All tenant occupant displacements (residences, businesses, schools, places of worship and other nonprofit facilities)	<p>Notification</p> <ul style="list-style-type: none"> Provide tenant occupants with relocation notification package. Assign relocation assistance counselor. Provide a relocation booklet explaining tenant entitlements under the relocation assistance program. Tenants have a minimum of 90 days from date of written notice before TxDOT would acquire property. 	During property acquisition
13	Relocations and Displacements	Residential displacements owner and tenant occupants	<p>Relocation Assistance:</p> <ul style="list-style-type: none"> Ensure residents would not be required to move unless at least one comparable replacement dwelling is available. 	During property acquisition
14	Relocations and Displacements	Residential displacements owner and tenant occupants	<p>Compensation:</p> <ul style="list-style-type: none"> Compensate any person(s) whose property needs to be acquired, in accordance with the Uniform Act of 1970, as amended; 49 CFR Part 24, Subparts C through F; Title VIII of the Civil Rights Act of 1968 (Federal Fair Housing Act); HUD Amendment Act of 1974, and TxDOT policies and procedures. Provide reimbursement of moving costs and certain related expenses incurred in moving and related incidental expenses, not to exceed the amount of the approved rental assistance supplement. Incidental expenses for replacement housing include the reasonable costs of loan applications, recording fees, and certain other closing costs. Provide just compensation for property. Provide Replacement Housing Payments as Purchase Supplements or Down Payment Assistance to purchase comparable decent, safe, and sanitary replacement dwelling. 	During property acquisition

Commitments Required by Policy or Regulation

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15	Relocations and Displacements	Residential Displacements: Owner Occupants of less than 90 days and tenant occupants	<p>Compensation:</p> <ul style="list-style-type: none"> • Compensate any person(s) whose property needs to be acquired, in accordance with the Uniform Act of 1970, as amended; 49 CFR Part 24, Subparts C through F; Title VIII of the Civil Rights Act of 1968 (Federal Fair Housing Act); HUD Amendment Act of 1974, and TxDOT policies and procedures. • Provide reimbursement of moving costs and certain related expenses incurred in moving. • Provide compensation for comparable replacement dwelling that is decent, safe, and sanitary. • Provide Rental Assistance Supplement to eligible persons for the increased cost of renting and occupying a decent, safe, and sanitary replacement dwelling. 	During property acquisition
16	Relocations and Displacements	Residential displacements Affordable Housing	<p>Relocation Assistance:</p> <ul style="list-style-type: none"> • Assist residents at public housing, as defined by the Uniform Act of 1970, as amended; 49 CFR Part 24, Subparts C through F, to find comparable replacement housing. • Ensure tenant occupant would not be required to move unless at least one comparable replacement dwelling is available within their financial means. 	During property acquisition
17	Relocations and Displacements	Non-Residential Displacements (businesses, schools, places of worship and other nonprofit facilities)	<p>Relocation Assistance</p> <ul style="list-style-type: none"> • Assign relocation assistance counselor to help with relocation planning. • Explore and provide advice about possible sources of funding and assistance from other local, state and federal agencies. 	During property acquisition
18	Relocations and Displacements	Non-Residential Displacements (businesses, schools, places of worship and other nonprofit facilities)	<p>Compensation:</p> <ul style="list-style-type: none"> • Provide reimbursement of moving costs and certain related expenses incurred in moving. • Personal Property- Provide payment for the actual direct loss of tangible personal property or the purchase of substitute personal property that is incurred as a result of the move or discontinuance of the operation. • Searching Expenses for Replacement Property: Reimburse for actual reasonable expenses incurred in searching for a replacement property, not to exceed \$2,500. • Reestablishment Expenses for Replacement Site: A small business (not more than 500 employees), may be eligible to receive a payment, not to exceed \$25,000 for expenses actually incurred in relocating and reestablishing at a replacement site. 	During property acquisition

Commitments Required by Policy or Regulation

#	Category	Impact	Commitments	Timing/Phase of Construction
19	Relocations and Displacements	<ul style="list-style-type: none"> Medical facilities Displacements CommUnityCare – David Powell Health Center CommUnityCare – Hancock Walk-In Care Dr. Emilio Torres Dr. Wong Eye Center Pediatric Care of Austin (Austin Medial Building) 	Reimburse cost of relicensing fees and medical licenses at new location.	During property acquisition
20	Relocations and Displacements	Billboards and Advertisement Sign Displacements	Compensation: <ul style="list-style-type: none"> Provide relocation payment for moving personal property and related expenses. Reimburse for actual reasonable expenses incurred in searching for a replacement sign site, not to exceed \$2,500. 	During property acquisition
21	Historic Resources – Section 106	Four properties adversely affected: <ul style="list-style-type: none"> EBBC Main Office (<i>Austin Chronicle</i>) Haster House Dura Tune Service Station Roberts House 	Coordination with the THC/Texas SHPO and the Section 106 consulting parties is ongoing.	Final design/pre-construction/during construction
22	4(f) Protected Resources – Historic Sites	Five properties impacted: <ul style="list-style-type: none"> EBBC Main Office (<i>Austin Chronicle</i>) Roberts House Haster House Dura Tune Service Station Butler Hike and Bike Trail 	Coordination with the THC/SHPO and the Section 106 consulting parties is ongoing. Butler Hike and Bike Trail mitigation is discussed under parkland 4(f) discussion below.	Final design/pre-construction/during construction
23	4(f) Protected Resources – Parkland	Temporary Construction Impacts <ul style="list-style-type: none"> 0.70 acre - International Shores_3 0.20 acre - Waller Beach Metro Park 0.70 acre - Edward Rendon Park 0.57 acre - Norwood Tract 1,207 ft - Butler Hike and Bike Trail 25 acres of shoreline and open water in Lady Bird Lake Permanent Impacts: <ul style="list-style-type: none"> 0.10 acre- International Shores_3 0.29 acre – Lady Bird Lake 1.20 acre - Waller Beach 652 feet - Butler Hike and Bike Trail 	Coordination with COA to identify potential mitigation for the proposed impacts to 4(f) parkland is ongoing. More details on the current purposed mitigation for impacts to 4(f) parkland resources can be found in the Section 4(f) Individual Evaluation document located in Appendix M of this document.	Final design/pre-construction/during construction

Commitments Required by Policy or Regulation

#	Category	Impact	Commitments	Timing/Phase of Construction
24	6(f) Protected Resources - Waller Beach Metro Park	Approximately 1.20 acres of conversion of parkland for the use of the construction of the proposed I-35 bridge at Lady Bird Lake.	TxDOT is working with COA to identify a potential replacement property or properties that are at least equal in fair market value and reasonably equivalent in usefulness and location to compensate for the approximately 1.20-acre conversion of Waller Beach Park. When a suitable replacement property or properties are identified, it or they would need to be approved by TPWD and the NPS as part of a formal conversion proposal. If a potential replacement property or properties is/are identified prior to the release of the FEIS, then it/they would be described in the FEIS. Formal NPS approval of the conversion proposal and replacement property or properties cannot occur until after the ROD for this project (see 36 CFR 59.3(b)(7)).	Post ROD
25	6(f) Protected Resources – Edward Rendon Park	Approximately 0.70 acre of temporary use of parkland for the use of construction of the proposed I-35 bridge at Lady Bird Lake	If the NPS agrees that the temporary use of Edward Rendon Sr. Metro Park does qualify as a “conversion” under Section 4(f), then no replacement property will be required. After the temporary non-conforming use is concluded (6 months), the land would be restored for public recreation use without substantial residual impacts on the site.	Final design/pre-construction/during construction

Proposed Mitigation for the Preferred Alternative

#	Category	Impact	Mitigation*	Timing/Phase of Construction
1	Community Impacts – Ongoing Coordination and Feedback with the Community	EJ Impacts/Construction Impacts	As an extension of the existing VOICE meetings that are currently being held for the proposed project, TxDOT would develop a community advisory committee for the project as it moves into construction phases. These meetings would be held to communicate to the public progress of the implementation of mitigation measures for the project, construction updates, as well as to receive feedback from the public on these actions. As discussed in Section 3.6.10 , construction impacts to EJ communities would be mitigated by extensive communication of traffic pattern changes, maintaining access for vehicles, pedestrians, and bikes. TxDOT is allocating \$10 million to CapMetro to maintain bus service during construction and would be constructing the Red Line crossings at Airport Blvd. and 4th Street, as well as the MLK Jr. Blvd. pedestrian crossing prior to when construction on the proposed facility would begin so east-west crossings are maintained.	Life of the project.
2	Community Impacts – Community Cohesion	EJ Impacts/Community Cohesion/Construction Impacts	TxDOT would commit \$9.4 million to maintain existing CapMetro services during construction.	Pre-Construction/During Construction
3	Community Impacts – Community Cohesion	EJ Impacts/Community Cohesion/Construction Impacts	TxDOT would accelerate construction of the proposed bicycle and pedestrian facilities at the CapMetro Red Line and MLK Jr. Boulevard intersections to promote/maintain east-west connections within the project corridor during construction.	Pre-Construction/During Construction
4	Relocations and Displacements – EJ	Displacements of healthcare facilities that serve low-income, minority populations, or otherwise underserved communities <ul style="list-style-type: none"> • CommUnityCare – David Powell Health Center • CommUnityCare – Hancock Walk-In Care • Dr. Emilio Torres • Dr. Wong Eye Center • Pediatric Care of Austin (Austin Medical Building) 	In addition to the required mitigation measures listed in Table 3.25-2, TxDOT would: <ul style="list-style-type: none"> • Offer the opportunity for advance acquisition of property. • Allow occupants, during the relocation process, to remain in the existing facility for an agreed amount of time negotiated between the property owner and TxDOT to allow for the continuation of healthcare of services to the community. • Offering assistance (shuttle service, CapMetro passes) to commute to medical appointments • Federal regulations allow rental assistance supplement to residential tenants, but not for business tenants. As mitigation to the eight businesses within EJ areas who are tenants, TxDOT is offering rental assistance supplement to these businesses that serve a specific community. Rental assistance supplement includes finding a comparable business location and opportunity for additional rental price differential over what they are currently paying, within limits, for 42 months. 	Pre-Construction

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5	Relocations and Displacements – EJ	<p>Displacements of community facilities that serve low-income, minority populations, or otherwise underserved communities:</p> <ul style="list-style-type: none"> Displacement of an early childhood center Escuelita del Alma Hectors Barber Shop Jimmy’s Barber Shop BL Barber Shop 	<p>In addition to the required mitigation measures listed in 3.25-2, TxDOT would:</p> <ul style="list-style-type: none"> Offer the opportunity for advance acquisition of property. Allow occupants, during the relocation process, to remain in the existing facility for an agreed amount of time negotiated between the property owner and TxDOT to allow for the continuation of childcare services to the community. Federal regulations allow rental assistance supplement to residential tenants, but not for business tenants. As mitigation to the eight businesses within EJ areas who are tenants, TxDOT is offering rental assistance supplement to these businesses that serve a specific community. Rental assistance supplement includes finding a comparable business location and opportunity for additional rental price differential over what they are currently paying, within limits, for 42 months. 	Pre-Construction
6	Relocations and Displacements – EJ	Impacts to people experiencing homelessness.	Through TxDOT existing IAH program, a project specific coordination plan would be developed to communicate advance notification of construction operations and perform assessments for BN services and eligibility for housing.	Pre-Construction/During Construction
7	Relocations and Displacements – EJ	Displacement of people experiencing homelessness.	In coordination with TxDOT’s existing IAH program, TxDOT would partner and coordinate with the local HUD Leadership Committee of Continuum of Care (comprising non-profits serving the homeless community such as Integral Care, The Other Ones Foundation [TOOF] etc.) to identify opportunities to provide continuation of BN services to people experiencing homelessness within the project corridor. TxDOT would assign a dedicated staff member for this effort for the duration of construction.	Pre-Construction/During Construction
8	Relocations and Displacements – EJ	Interruption of BN services under existing I-35 Bridges provided to those experiencing homelessness.	In coordination with TxDOT’s existing IAH program, TxDOT would partner and coordinate with the local HUD Development Leadership Committee of Continuum of Care (comprised of non-profits serving the homeless community such as Integral Care, The Other Ones Foundation [TOOF] etc.) to identify opportunities to provide relocation services and access to shelter and rehousing services for people experiencing homelessness within the project corridor. TxDOT would assign a dedicated staff member for this effort for the duration of construction.	Pre-Construction/During Construction

Proposed Mitigation for the Preferred Alternative

#	Category	Impact	Mitigation*	Timing/Phase of Construction
9	Relocations and Displacements – EJ	<p>Displacement of housing that potentially provides more affordable rental rates</p> <ul style="list-style-type: none"> Avalon Apartment Complex (24 units) 	<ul style="list-style-type: none"> Offer the opportunity to request advance acquisition of property. Offer the same relocation services for renters as are provided to owner occupant displacements. Work with COA Housing and Planning department to identify and leverage surplus ROW or funding that could be used to support COA’s “Preference Policy” or other efforts of the Displacement Prevention Division to mitigate for gentrification impacts and lack of affordable housing by repurposing surplus ROW or providing financial support. TxDOT would oversee the development and implementation of a grant assistance program for community-based groups, government stakeholders, and local institutions to aid in the identification of funding resources, assist in grant writing, grant administration, and provide other technical assistance as necessary. 	Pre-Construction
10	Economic Conditions- Employment and Income	Business displacements and employment loss	<p>TxDOT would facilitate opportunities to promote hiring individuals from the local communities, for general employment and for project construction, such as job fairs, job placement programs, job training, including as-needed assistance from TxDOT’s Disadvantaged Business Enterprise Supportive Service Program.</p> <p>TxDOT would conduct at least two job fairs within the project corridor during the construction phase. TxDOT would provide the facility for the contractor to conduct the job fairs that will provide opportunities for all local residents to learn about the different types of employment that could be available on the construction project and to apply for employment. The job fair would occur prior to the start of construction and would include appropriate outreach to the minority and low-income communities affected by the project, including postings at the Workforce Solutions of the Capital Area, the Texas Workforce Commission, the grocery stores within the project limits, City Hall, and other similar locations.</p>	Pre-Construction/During Construction

Proposed Mitigation for the Preferred Alternative

#	Category	Impact	Mitigation*	Timing/Phase of Construction
11	Relocation and Displacements	Group/Program Informational Workshops	<p>Conduct workshops with residential property owners and renters who would be displaced to provide</p> <ul style="list-style-type: none"> • information: Explaining the acquisition process • Explaining the relocation process • Explaining the appraisal process • Title Information and review of documents • Property tax & exemption impacts • Moving and move planning • First Time Homebuyer seminars • Escrow process and title clearing • How to get social services and benefits • How to select a real estate agent • How to check your credit and improve your score • Household budgeting 	
12	Visual and Aesthetics	Aesthetic improvements along highway.	Through Live35, an aesthetic design program implemented for the proposed project, TxDOT would work with residents and key stakeholders to capture unique details of the history, heritage, and culture of neighborhoods for incorporation into project's aesthetic elements as well as proposed cultural (Section 106) and community mitigation plans. The first Live35 meetings would be held in early 2023 and the outcome of this process and its impact on the mitigation process would be documented in the FEIS and presented at a future VOICE meeting for feedback from the community prior to the ROD.	Ongoing/After construction
13	Community Impacts – Community Cohesion	EJ Impacts/Community Cohesion/ Construction Impacts	TxDOT would commit \$100 million to the implementation of enhanced aesthetic treatments at east-west crossings.	During Construction/Post Construction
14	Community Cohesion	EJ Impacts/Construction Impacts	TxDOT has included support structures in the design to facilitate the possible installation of deck caps over the proposed I-35 facility by other entities, such as COA, as a separate project. TxDOT would oversee the development and implementation of a grant assistance program for community-based groups, government stakeholders, and local institutions to aid in the identification of funding resources, assist in grant writing, grant administration, and provide other technical assistance as necessary.	Pre-Construction/During Construction