

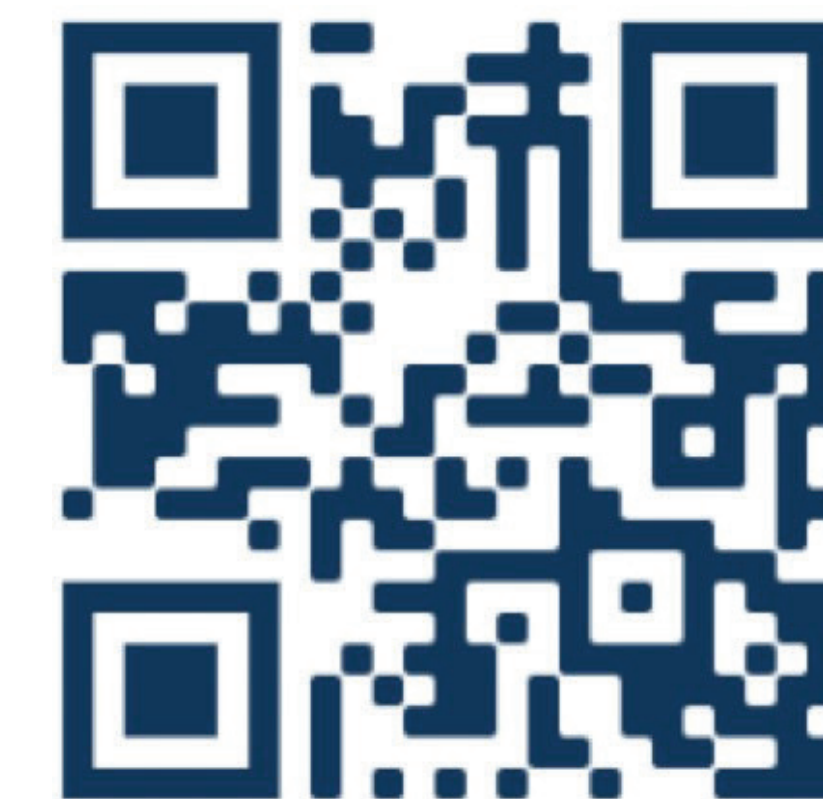
# WELCOME

## I-35 Capital Express Central Project PUBLIC HEARING

Thursday, Feb. 9, 2023

Today's public hearing boards and presentation are accessible online at [My35CapEx.com](https://My35CapEx.com).

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 12-9-2019 and executed by FHWA and TxDOT.



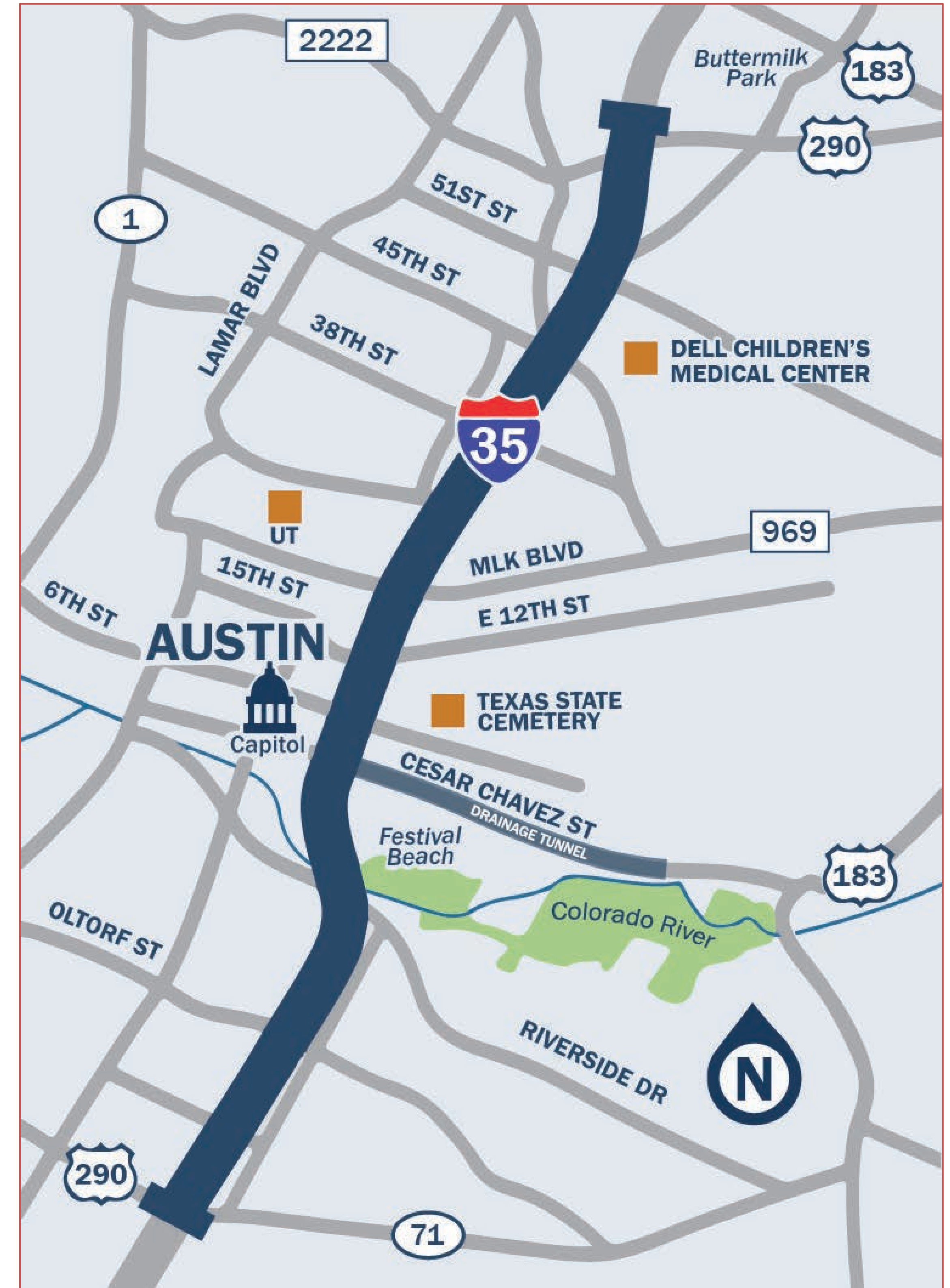
[My35CapEx.com](https://My35CapEx.com)

CSJ: 0015-13-388

# I-35 Capital Express Central Project



- **Limits:** US 290 East to US 290 West/State Highway 71
- **Length:** 8 miles
- **Project details:**
  - Construct two non-tolled HOV (High-Occupancy Vehicle) managed lanes in each direction.
  - Lower the I-35 mainlanes from Airport Blvd. to Lady Bird Lake and Riverside Dr. to south of Oltorf St.
  - Remove the upper decks.
  - Widen east-west cross-street bridges.
  - Include a boulevard-style segment through downtown.
  - Enhance pedestrian and bicycle paths.
  - Improve drainage throughout project, including a drainage tunnel under Cesar Chavez St. with an outfall into Colorado River.
- **Estimated construction cost:** \$4.5 billion
- **Anticipated construction start:** Mid-2024





# Problem We're Trying to Solve

- I-35 through downtown Austin is one of the most congested highways in Texas.
- A trip that should take drivers 8 minutes to travel between US 290 East and US 290 West/State Highway 71 takes approximately 40 minutes during peak periods.
- 80% of the trips on I-35 through Central Austin are local, beginning and ending in this central section.
- The Austin region population is anticipated to more than double by 2045.
- I-35 was built over 60 years ago and does not meet current federal and state safety and design standards.





# Public Hearing and Purpose and Need

## PURPOSE

The purpose of the proposed project is to improve this critical local, regional, national, and international thoroughfare by enhancing safety within the corridor; addressing demand by prioritizing the movement of people, goods, and services through and across the corridor; improving operational efficiency; and creating a more dependable and consistent route for the traveling public, including bicyclists, pedestrians, emergency responders, and transit.

## NEED

The proposed project is needed because I-35, between US 290 East and US 290 West/State Highway 71, does not adequately accommodate current and future travel demand and does not meet current federal and state design standards, which has resulted in safety and operational deficiencies and can impact crash rates and peak period travel times for all users, including emergency response vehicles and transit.





# Public Input is Key



TOTAL IN-PERSON & VIRTUAL MEETING PARTICIPANTS

**18,000+**



**2** AGENCY/PUBLIC SCOPING MEETINGS

**1** PUBLIC MEETING



MEETINGS WITH COMMUNITY MEMBERS & LEADERS

**112**



AGENCY COORDINATION MEETINGS & WORKSHOPS

**63**

*Meetings include neighborhood associations, community groups, elected officials, nonprofit organizations, and local businesses.*

## Inclusive Outreach to Diverse Groups

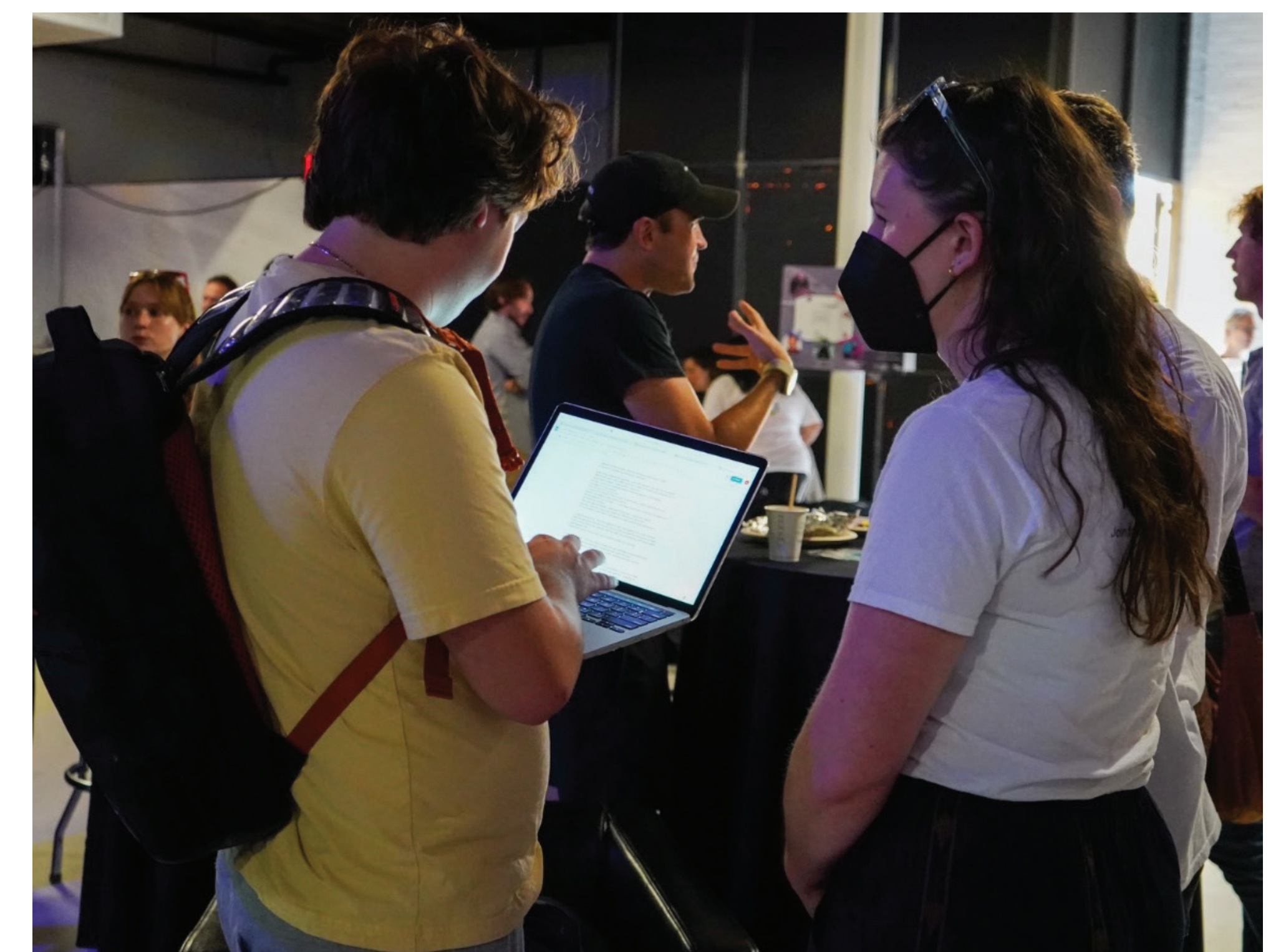
Used creative strategies to engage traditionally hard to reach populations, including translated meeting materials, walking tours to assess ADA accessibility, and sharing information through existing networks (nonprofits, schools and more) pop-up meetings, and VOICE meetings.



# Community Feedback Design Changes



- Lowered I-35 mainlanes from Airport Boulevard to Oltorf Street.
- Removed the upper decks.
- Added new and enhanced bridges, crossings and connectivity at 15 locations.
- New bike-pedestrian crossings at 3rd Street, 15th Street, & MLK Boulevard.
- Created boulevard concept between Dean Keeton Street and Cesar Chavez Street with 35 mph posted speed.
- Reduced residential displacements to 26 vs. 145 and business displacements to 69 vs. 131.
- Revised designs to better accommodate current and future CapMetro routes.





# Local Enhancements (Caps & Stitches)



TxDOT is working closely with the City of Austin (COA) and the University of Texas (UT) on the conceptual analysis of deck plazas (or “caps”) and other local enhancements. These local enhancements would be funded by others.



## City of Austin



## University of Texas



## TxDOT

- Fund and construct surface-level enhancements after Capital Express Central construction completion.
  - Determine locations for TxDOT to accommodate deck plazas.
  - Design surface-level enhancements and obtain necessary permits.
  - Review estimates for infrastructure and fire life safety required to support surface-level enhancements.
  - Provide conceptual plans to TxDOT with loading requirements.
  - Execute an Advanced Funding Agreement (COA)/Donation Agreement (UT) on estimate amended to match bid price at time of construction contract award.
  - Fund operations and maintenance.
  - Fund the infrastructure and fire suppression requirements included in Capital Express Central construction.
- Design the roadway to allow for construction of local enhancements, including eight potential deck plazas (33.9 acres).
  - Obtain environmental clearance for the project and separate environmental clearance for deck plaza locations identified by the COA/UT.
  - Develop and execute funding agreements.
  - Provide cost estimates for the infrastructure and tunnel life safety systems requirements.
  - Construction of infrastructure and fire suppression requirements.



# Cooperating and Participating Agencies and Groups



In accordance with 23 USC § 139(g), TxDOT, as lead agency, prepared a coordination plan for the project. This plan established a schedule and process for coordinating public and agency participation and comment during the environmental review process. TxDOT invited the following agencies and Native American tribes to be cooperating or participating agencies:

## **PARTICIPATING AGENCIES:**

- Travis County\*
- Williamson County
- Hays County
- City of Austin (COA)\*
- Capital Metropolitan Transportation Authority (CapMetro)\*
- University of Texas at Austin (UT)\*
- Lower Colorado River Authority (LCRA)
- Capital Area Metropolitan Planning Organization (CAMPO)\*
- Central Texas Regional Mobility Authority (CTRMA)\*
- Texas Commission on Environmental Quality (TCEQ)
- Texas Department of Housing and Community Affairs (TDHCA)
- State Historic Preservation Officer (SHPO)/Texas Historical Commission (THC)
- Texas Parks and Wildlife Department (TPWD)\*

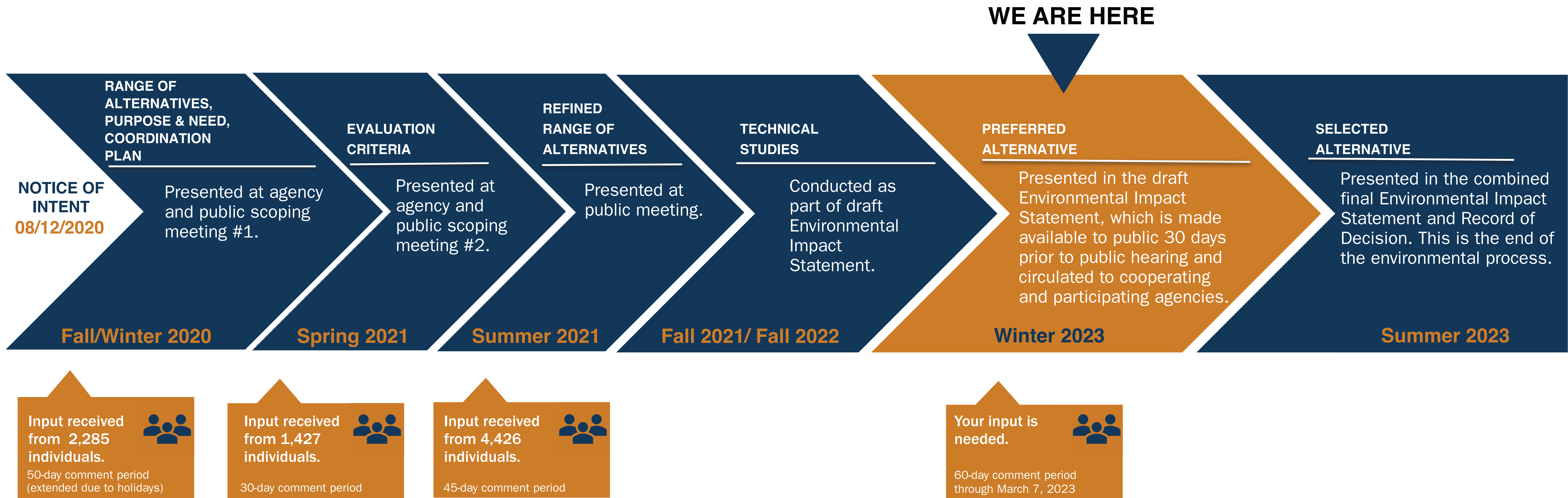
## **COOPERATING AGENCIES:**

- Caddo Nation of Oklahoma
- Mescalero Apache Tribe
- Apache Tribe of Oklahoma
- Tonkawa Tribe of Indians of Oklahoma
- Kiowa Indian Tribe of Oklahoma
- Comanche Nation of Oklahoma
- Alabama-Coushatta Tribe of Texas
- Seminole Nation of Oklahoma
- Wichita and Affiliated Tribes
- U.S. Army Corps of Engineers (USACE)\*
- U.S. Department of Agriculture, Natural Resources Conservation Service
- U.S. Department of Housing and Urban Development (HUD)
- U.S. Environmental Protection Agency (EPA)\*
- U.S. Fish and Wildlife Service (USFWS)
- National Park Service\*
- Federal Transit Administration (FTA)\*

*\*Agencies who accepted the invitations*



# Project Timeline



TxDOT encourages feedback throughout the duration of the project. In addition to the official comment periods listed above, feedback may also be submitted via workshops, neighborhood meetings and stakeholder outreach. These events will take place throughout the process, and public comments submitted will be documented and incorporated as the project is developed.



# Technical Evaluations Completed

The purpose of the Environmental Impact Statement is to provide full and open evaluation of environmental issues and alternatives and to inform decision-makers and the public of reasonable alternatives that could avoid or minimize adverse impacts and enhance the quality of the environment. Through the past year, we have completed technical evaluations of the following subjects and resources to determine the effects of the proposed project:



**WATER  
RESOURCES**



**AIR QUALITY**



**TRAFFIC NOISE**



**COMMUNITY  
IMPACTS**



**VEGETATION &  
WILDLIFE**



**GREENHOUSE  
GASES**



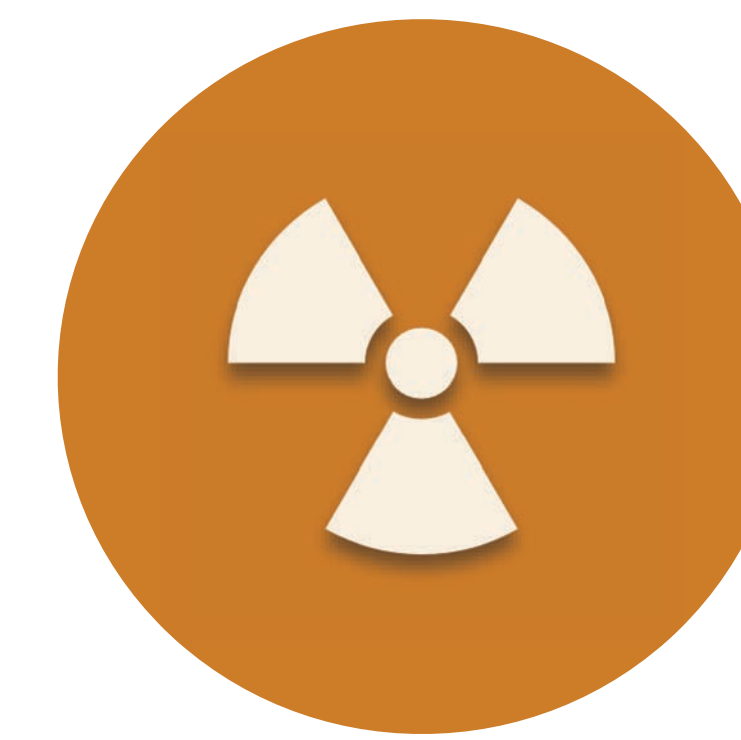
**THREATENED &  
ENDANGERED  
SPECIES**



**INDIRECT &  
CUMULATIVE  
IMPACTS**



**HISTORICAL &  
ARCHEOLOGICAL  
RESOURCES**



**HAZARDOUS  
MATERIAL SITES**



**LAND USE &  
PARKLAND**

Through these evaluations, the team revised designs to reduce impacts where possible.



Comparison of Reasonable Alternatives						
Criteria Description	Evaluation Parameters	Metrics/Units*		Build Alternative 2	Modified Build Alternative 3	Yes/No
<b>Purpose and Need: Enhancing safety within the corridor</b>						
Aligned with TxDOT's Road to Zero Initiative and COA's Vision Zero Initiative.	Supports TxDOT's mission to cut traffic fatalities in half by 2035 and then entirely by 2050. Supports COA's mission to eliminate traffic deaths and serious injuries on Austin streets.	Yes/No	No	Yes	Yes	No
Aligned with additional local plans	Aligns or is consistent with the following local plans: COA: Strategic Mobility Plan, Vision Zero, Downtown Austin Plan, Parks Department Long-Range Master Plan, Imagine Austin Comprehensive Plan, Sidewalk Master Plan and ADA Transition Plan Update, Bicycle Master Plan, and CAMPO RTP.	Yes/No	No	Yes	Yes	No
Improve emergency response time for EMS, police, fire, and hospitals	Adequate ramps, detour routes for emergency vehicles	High/Medium/Low (High = more reliable response time Low = delayed response time)	Low	High	High	No
Emergency egress requirements	Ability to provide emergency egress requirements.	High/Medium/Low (High = fewer requirements Low = more requirements)	Low	High	High	No
Reduction in total crashes	Reduction in total crashes (all severities)	% change compared to No Build in 2030	N/A	-24%	-24%	No
Reduction in fatalities and injury crashes	Reduction in fatalities and injury crashes	% change compared to No Build in 2030	N/A	-34%	-29%	Yes - Build Alt 2
<b>Purpose and Need: Addressing demand by prioritizing the movement of people, goods, and services through and across the corridor; improving operational efficiency</b>						
Mainlanes travel time	Average 2030 p.m. peak hour NB/SB travel time along mainlanes between US 290 East and US 290 West/SH 71	% change from No Build	N/A	-57%	-57%	No
HOV Managed lanes travel time	Average 2030 p.m. peak NB/SB travel time along HOV managed lanes between US 290 East and US 290 West/SH 71	Travel time (min.) managed lanes provided)		9 min.	9 min.	No
Person-carrying capacity along mainlanes and HOV managed lanes, including vehicles and transit	Mainlane lane and HOV managed lane person capacity at given point along corridor	Person-carrying capacity (people per hour) (% change from No Build)	13,500 people/hour	33,600 people/hour (+149%)	33,600 people/hour (+149%)	No
Travel demand along adjacent transportation roadway network	Daily travel demand patterns/traffic volumes along major (MoPac, US 183) and minor (e.g., downtown arterials) parallel facilities to I-35 in 2045	Network distance traveled (daily vehicle-miles) (% change from No Build)	14,600,820 daily VMT	14,388,636 daily VMT (-1.5%)	14,342,150 daily VMT (-1.8%)	No
Annual cost of travel	Cost of travel based on daily vehicle-hours of travel along I-35 mainlanes and HOV managed lanes in 2045	Travel cost -Y2022 dollars (% change from No Build)	\$606M	\$534M (-12.0%)	\$559M (-7.9%)	Yes - Build Alt 2
<b>Purpose and Need: Purpose and Need: Creating a more dependable and consistent route for the traveling public including bicyclists, pedestrians, emergency responders, and transit</b>						
Improves east-west connectivity	Number of enhanced vehicular and bicycle crossings, bicycle- and pedestrian-only crossings, and pedestrian bridges (does not include local enhancements)	Number of improved/enhanced east-west crossings	0	23	26	Yes - Mod Build Alt 3
Accommodates CapMetro's service plan at east-west crossings	Ability to accommodate Project Connect's proposed light-rail system at east-west crossings	Yes/No	No	Yes	Yes	No
Bicycle and Pedestrian accommodations	Maximum distance between crossings	Miles	0.85 mile	0.57 mile	0.57 mile	No
Improves facilities for disabled populations	Conforms with ADA and Texas Accessibility Standards.	High/Medium/Low (High = enhanced improvements Low = no improvements)	Low	High	High	No
<b>Feasibility, Design and Engineering</b>						
Complexity of Construction	Estimated construction complexity and duration	High/Medium/Low (High = more complexity Low = less complexity)	N/A	Medium-High	High	Yes - Build Alt 2
CapMetro Blue Line accommodation	Accommodates CapMetro Blue Line metro rail at Riverside Drive intersection	High/Medium/Low (High = greater mobility through Riverside Drive Low = lower mobility through Riverside Drive)	Low	Medium	High	Yes - Mod Build Alt 3
Utility conflicts	Anticipated utility relocation effort	High/Medium/Low (High = more conflicts Low = fewer conflicts)	N/A	High	High	No
Drainage infrastructure complexity	Construction and maintenance of drainage infrastructure	High/Medium/Low (High = more complexity Low = less complexity)	N/A	High	High	No
Number of affected parcels	Number of parcels with ROW impacts out of total number of adjacent parcels	Number	0 parcel impacts	218 impacted parcels of 952 adjacent parcels	190 impacted parcels of 933 adjacent parcels	Yes - Mod Build Alt 3
Amount of new ROW required	Acres of ROW (Environmental Study Area)	Acres	0 acres	45.2 acres	41.7 acres	Yes - Mod Build Alt 3
Total Displacements	Travis Central Appraisal District property data	Number of residential and commercial displacements	N/A	291 displacements (97 parcels)	107 displacements (72 parcels)	Yes - Mod Build Alt 3
Minimize residential displacements	Travis Central Appraisal District property data	Number of residential displacements	N/A	single-family; 5 multifamily structures with 143 multifamily units) (7 parcels)	26 displacements (2 single-family; 1 multifamily structure with 24 multifamily units) (3 parcels)	Yes - Mod Build Alt 3
Minimize commercial displacements	Travis Central Appraisal District property data	Number of commercial displacements	N/A	131 displacements (75 parcels)	69 displacements (57 parcels)	Yes - Mod Build Alt 3
Minimize minority and low-income displacements***	Travis Central Appraisal District property data and American Community Survey (ACS) Data	Number of potential minority and low-income displacements based on Census data (including multifamily building units)	N/A	172 displacements (73 parcels)	90 displacements (58 parcels)	Yes - Mod Build Alt 3
Minimize impacts to Affordable Housing units	Travis Central Appraisal District property data and ACS Data	Number of affordable housing unit displacements (apartments and condo units) below market value	N/A	61 displacements (1 parcel)	0 displacements	Yes - Mod Build Alt 3
Vacant Building Displacements	Travis Central Appraisal District property data	Number of displaced vacant buildings (at time of study 9/1/2022)	N/A	15 displacements (15 parcels)	12 displacements (12 parcels)	No
Minimize visual impacts	Quality of views from frontage roads and cross streets	High/Medium/Low (High = greater visual impact Low = lesser visual impact)	High	Low	Low	No
* High/Medium/Low metrics were used for measuring criteria where exact values/quantities were unavailable. The subjective terms represent professional experience and judgment. These decisions are discussed in more depth in the text descriptions of the evaluation criterion below.						
**Decisional Criterion - Where one Build Alternative performed substantially better than another.						
*** EJ displacements conservatively include those within a Census block with 50% or greater minority population, a Census block group where the median household income (MHI) is below the U.S. Department of Health and Human Services (HHS) poverty level, or a Census tract where the percentage of those in poverty is significantly greater than the poverty level within Travis County, with the understanding that not all such displaced persons or businesses may actually be EJ persons or businesses.						
<b>Modified Build Alternative 3 is the Preferred Alternative, because it:</b>	Meets the need of the proposed project to accommodate current and future travel demand, bring the highway to current federal and state design standards, and improve safety and operational deficiencies and reduce crash rates in comparison to the No Build.					
	Meets the need to lower peak period travel times for all users, including emergency response vehicles and transit along I-35 within the project limits.					
	Meets the purpose of the proposed project to improve I-35 by enhancing safety; prioritizing the movement of people, goods, and services through and across the corridor; improving operational efficiency; and creating a more dependable and consistent route for the traveling public, including bicyclists, pedestrians, emergency responders, and transit.					
Modified Build Alternative 3 also has fewer impacts than Build Alternative 2 when taking into consideration design and engineering, environmental resources, and local enhancements.						



Comparison of Reasonable Alternatives						
Criteria Description	Evaluation Parameters	Metrics/Units*	No Build Alternative	Build Alternative 2	Modified Build Alternative 3	Decisional Criterion** Yes/No
<b>Environmental Resources</b>						
Archeological sites and cemeteries	Risk and probability of encountering or disturbing sites containing intact cultural resources	Number of Archeological Sites and Cemeteries	N/A	4 archaeological sites and 1 cemetery near project limits – No anticipated impacts.	4 archaeological sites and 1 cemetery near project limits – No anticipated impacts.	No
Historic properties	Direct Impacts to historic properties/districts	Number of Historic Properties Directly Impacted	N/A	6 historic properties directly impacted (displaced) by ROW acquisition 1 historic property impacted by temporary construction easement – no adverse effect.	4 historic properties directly impacted (displaced) by ROW acquisition 1 historic property impacted by temporary construction easement – no adverse effect.	No
Hazardous materials	Number of potential regulated materials sites within 200 feet of the proposed footprint that may be disturbed.	Number of Hazardous Materials Sites	N/A	185	177	No
Traffic noise	Number of receptors impacted	Number	N/A	53	51	No
Traffic noise	Number of proposed noise barriers	Number	N/A	8	9	No
Air Quality	Verify no Carbon Monoxide (CO) exceedances of the National Ambient Air Quality Standards (NAAQS) and overall Mobile Source Air Toxics (MSATs) reduction in the future	High/Medium/Low (High = more Air Quality impacts Low = fewer Air Quality impacts)	N/A	Low for 2030 and 2050; Low for both years at the intersections	Low for both 2030 and 2050; Low for both years at the intersections	No
GHG	Construction, maintenance and operational GHG emitted	Annual amount of GHG (by metric ton)	N/A	410,448 Metric Tons	420,561 Metric Tons	No
Parks purchased with Land and Water Conservation Funds impacts	Acres of Section 6(f) park impacts	Acres	N/A	1.90 total (1.20 Waller Beach; 0.70 Edward Rendon Park)	1.90 total (1.20 Waller Beach; 0.70 Edward Rendon Park)	No
Park impacts	Acres of Section 4(f) park impacts	Acres	N/A	0.71 International Shores_3 1.20 Waller Beach 0.70 Edward Rendon Park 0.57 Norwood Park 3.18 ACRES TOTAL 25 acres LBL waters and shoreline (recreation area) 1,255 feet Ann & Roy Butler Trail	0.70 International Shores_3 1.20 Waller Beach 0.70 Edward Rendon Park 0.57 Norwood Park 3.17 ACRES TOTAL 25 acres LBL waters and shoreline (recreation area) 1,207 feet Ann & Roy Butler Trail	No
<b>Local Enhancements</b>						
Potential Deck Plaza Local Enhancements	Number of potential deck plaza enhancements accommodated	Number	0	6	8	Yes - Mod Build Alt 3
Potential Deck Plaza Local Enhancements	Acres of potential deck plaza enhancements accommodated	Acres	0	14.6	33.9	Yes - Mod Build Alt 3
Incorporates community alternatives	Includes boulevard section, bicycle and pedestrian facilities, shade structures, wide buffers between vehicle and non-vehicular traffic	High/Medium/Low (High = more aligned with community alternatives Low = less aligned with community alternatives)	Low	Medium	High	Yes - Mod Build Alt 3
Access to Potential Deck Plazas	Would provide direct access to potential deck plazas	High/Medium/Low (High = greater access to potential deck plazas Low = lesser access to potential deck plazas)	N/A	Medium	High	Yes - Mod Build Alt 3
<b>Preliminary Project Costs</b>						
Minimize construction cost	Preliminary construction cost estimate	Dollars	N/A	\$4.45B	\$4.50B	No
Minimize operation and maintenance cost	Preliminary operation and maintenance cost estimate	Dollars	\$1.7M	\$4.6M	\$4.8M	No
<p>* High/Medium/Low metrics were used for measuring criteria where exact values/quantities were unavailable. The subjective terms represent professional experience and judgment. These decisions are discussed in more depth in the text descriptions of the evaluation criterion below.</p> <p>** Decisional Criterion – Where one Build Alternative performed substantially better than another.</p> <p>*** EJ displacements conservatively include those within a Census block with 50% or greater minority population, a Census block group where the median household income (MHI) is below the U.S. Department of Health and Human Services (HHS) poverty level, or a Census tract where the percentage of those in poverty is significantly greater than the poverty level within Travis County, with the understanding that not all such displaced persons or businesses may actually be EJ persons or businesses.</p>						
<p>Meets the need of the proposed project to accommodate current and future travel demand, bring the highway to current federal and state design standards, and improve safety and operational deficiencies and reduce crash rates in comparison to the No Build.</p> <p>Meets the need to lower peak period travel times for all users, including emergency response vehicles and transit along I-35 within the project limits.</p> <p>Meets the purpose of the proposed project to improve I-35 by enhancing safety; prioritizing the movement of people, goods, and services through and across the corridor; improving operational efficiency; and creating a more dependable and consistent route for the traveling public, including bicyclists, pedestrians, emergency responders, and transit.</p> <p>Modified Build Alternative 3 is the Preferred Alternative, because it:</p> <p>Modified Build Alternative 3 also has fewer impacts than Build Alternative 2 when taking into consideration design and engineering, environmental resources, and local enhancements.</p>						









# Preferred Alternative



Based on public feedback from the August 2021 Public Meeting that Build Alternatives 2 and 3 were too similar, modifications were made to Build Alternative 3 to better reflect community desires, including: removing additional flyovers at US 290 East, lowering elevated HOV managed lanes at Airport Blvd., adding bicycle-pedestrian-only crossings at key locations, adding a Single-Point Urban Interchange (SPUI) at East Riverside Dr. and shifting frontage roads to create a boulevard section between Cesar Chavez St. and Dean Keeton St.

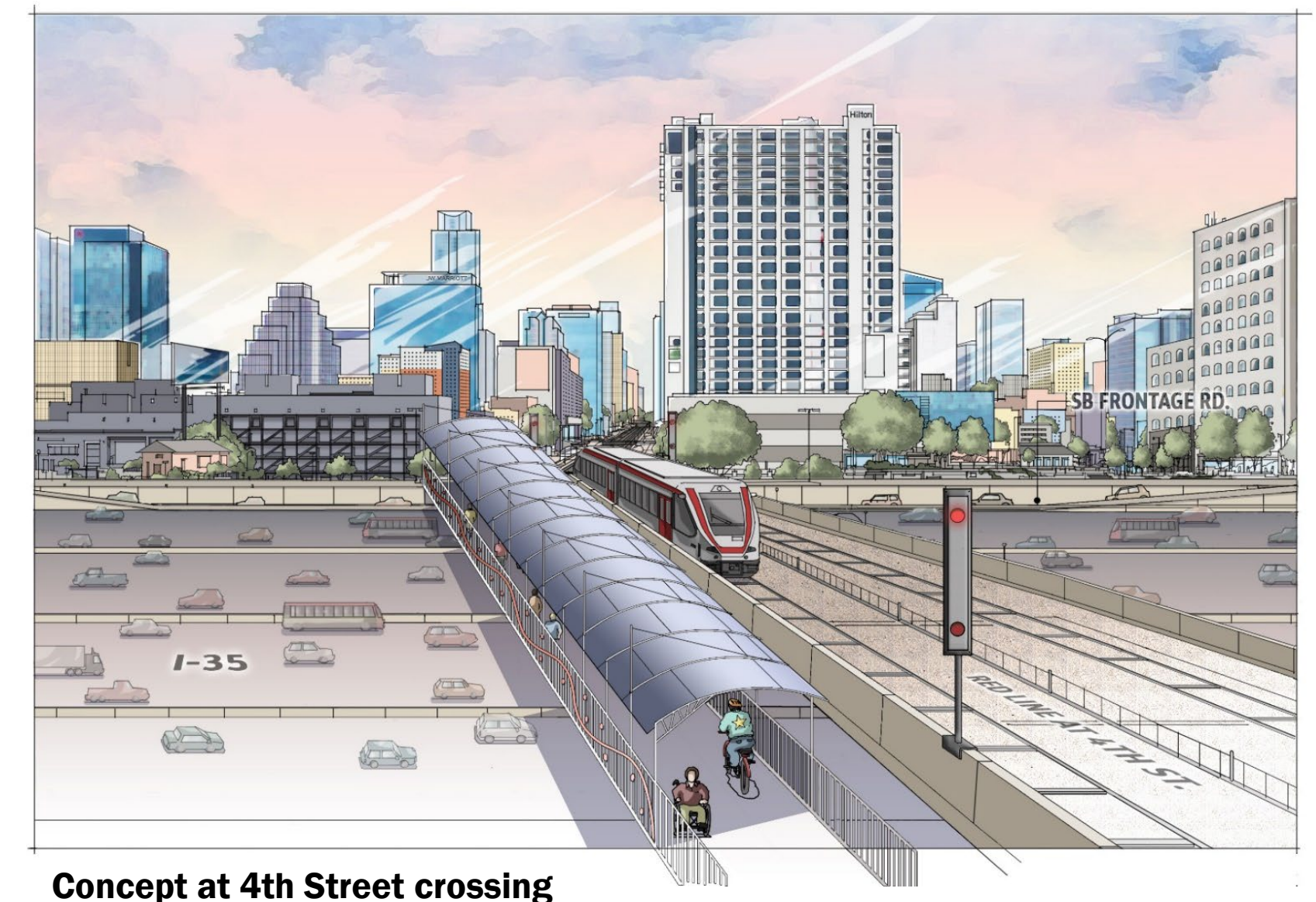
## Modified Build Alternative 3 is the Preferred Alternative based on the following data:

	Meets the need and purpose of the project.
	Significantly reduces right-of-way (ROW) impacts and displacements compared to Build Alternative 2: <ul style="list-style-type: none"><li>▪ Fewer impacts to parcels (190 vs 218) and reduced ROW needs (41.7 vs 45.2 acres).</li><li>▪ Reduces displacements to residences (26 vs. 145) and businesses (69 vs. 131).</li><li>▪ Displaces fewer minority and low-income residential and business properties (90 vs. 172).</li><li>▪ Zero displacements to affordable housing units (0 vs. 61).</li></ul>
	Improved mobility at Riverside Dr. due to SPUI feature at the crossing with CapMetro Blue Line.
	Provides more east-west crossings compared to Build Alternative 2 (26 vs. 23).
	Provides walkable boulevard sections along frontage roads through downtown Austin.
	Allows for more potential local enhancements, including: <ul style="list-style-type: none"><li>▪ Eight potential deck plazas (33.9 acres) compared to six potential deck plazas (14.6 acres) in Build Alternative 2.</li><li>▪ Easier access to potential deck plaza areas compared to Build Alternative 2 due to the boulevard sections.</li></ul>



# Bike and Pedestrian Paths

- Typical 10-foot wide shared-use path (SUP) parallel to northbound and southbound I-35 frontage roads from US 290 East to just north of Woodland Avenue.
- Enhanced bridges that include 20 feet of buffer space between the SUP and roadway traffic to encourage active transportation and improve connectivity at: 41st Street, 38th ½ Street, 32nd Street, MLK Jr. Boulevard, 12th Street, 11th Street, 7th Street, 6th Street, 5th Street and Cesar Chavez Street.
- Additional potential deck plazas and/or stitches (that could be designed, constructed and funded by others (apart from this project) between:
  - Cesar Chavez Street and 8th Street on the east side of the I-35 right of way.
  - Dean Keeton Street and 15th Street on the west side of the I-35 right of way.

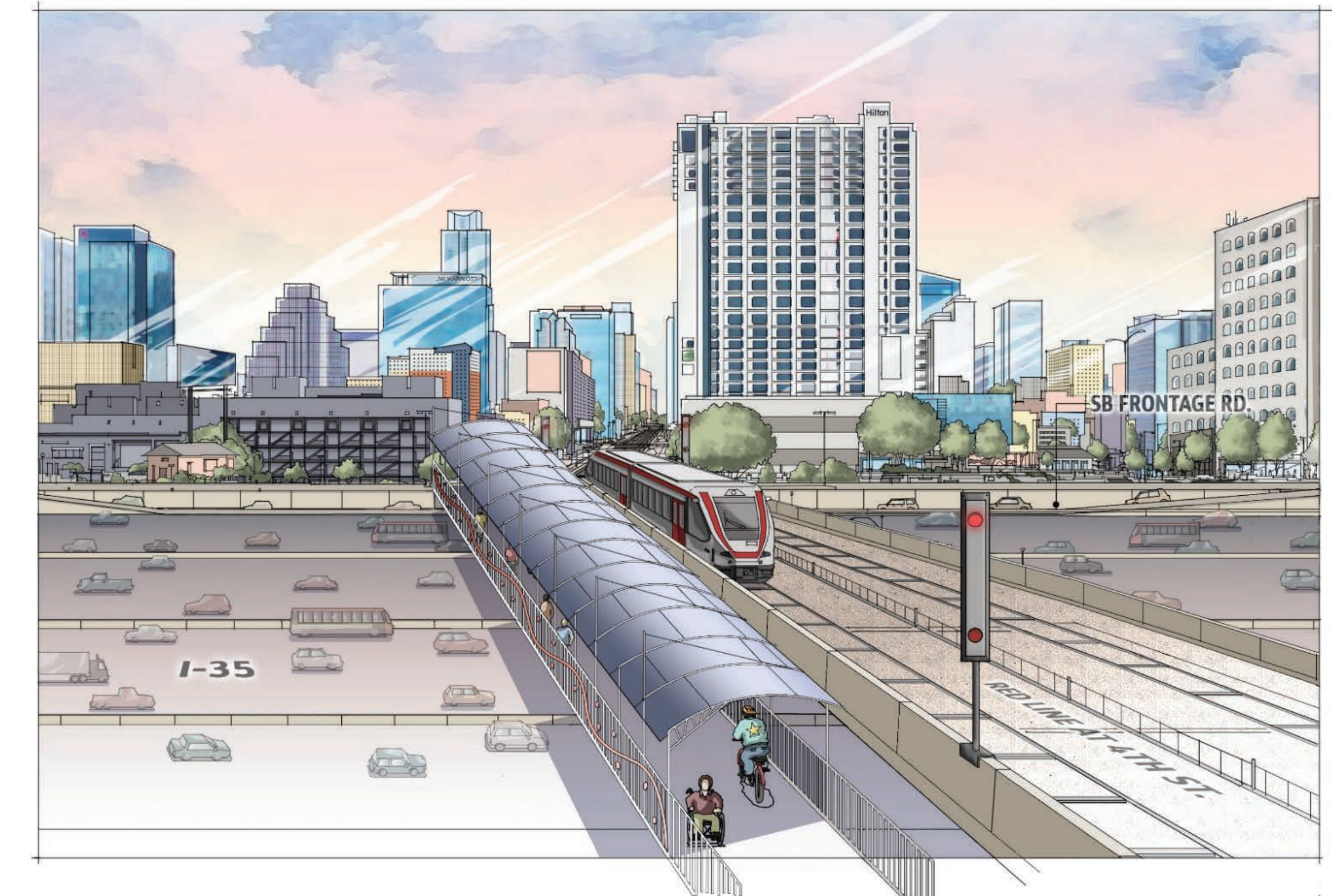




# Mitigation Highlights

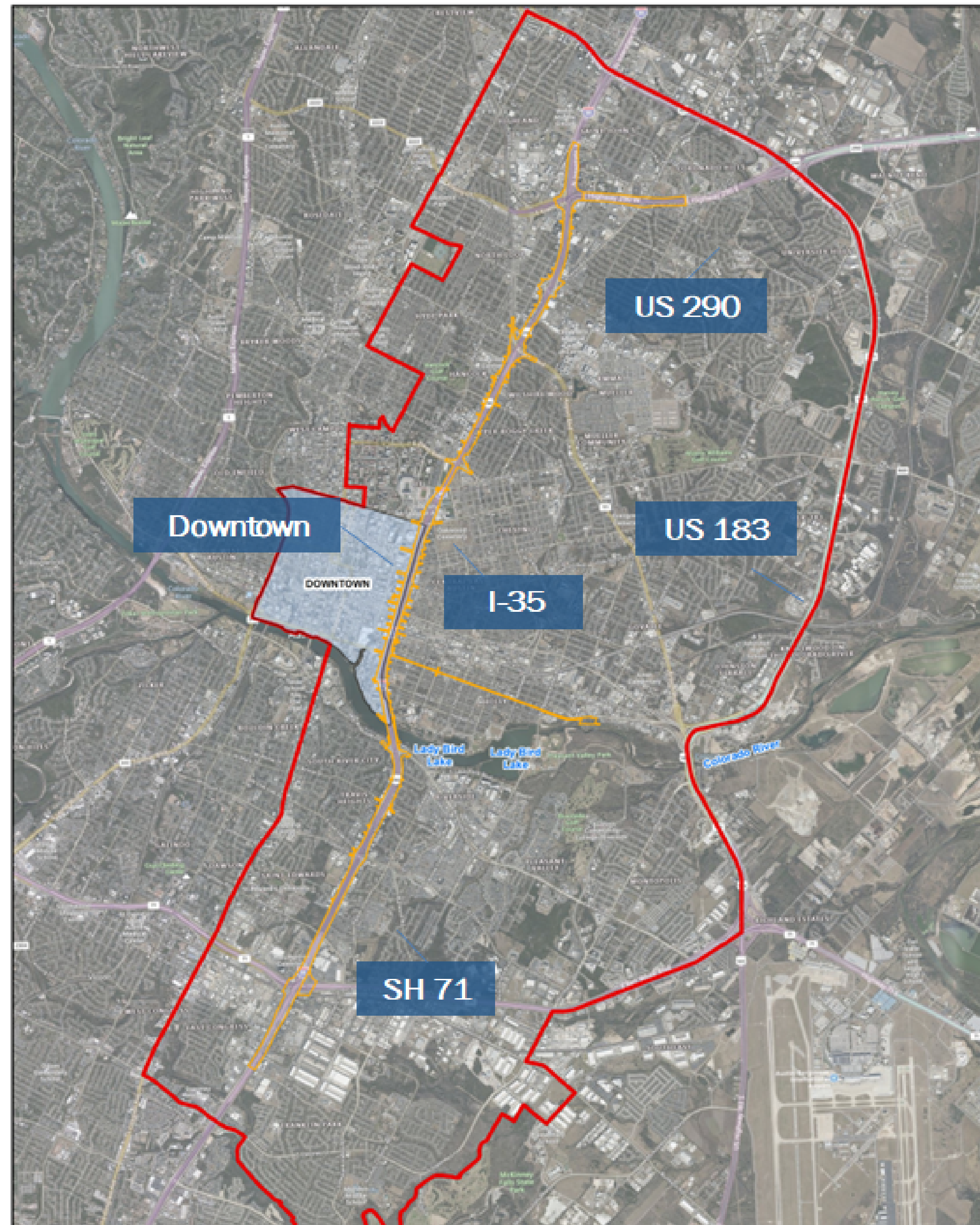
## Potential mitigation opportunities for community impacts include:

- Give advanced relocation assistance for selected properties to reduce impacts to underserved populations.
- Provide **\$9.4 million to CapMetro** for maintenance of bus service during construction.
- Prioritize **construction of CapMetro Red Line crossings** at Airport Blvd. and 4th St.
- Prioritize **construction of pedestrian crossing at MLK Jr. Blvd.** prior to project construction to maintain east-west connectivity.
- Ongoing state-sanctioned mitigation for the Mobility35 Program, including **supporting Camp Esperanza** to assist those experiencing homelessness.
- Offering assistance (shuttle service, CapMetro passes) to commuters for medical appointments at CommunityCare.
- Promote hiring individuals from local communities for project construction.
- Up to \$100 million for enhanced aesthetic treatments.





## The Community Study Area:



For more information on Community Impacts and proposed mitigation for these impacts, please visit our resource table areas “Community Impacts”.

## Community Impacts (Preferred Alternative)

- Improve community cohesion and connectivity.
- Reduce the visual and physical barrier created by the original construction of I-35 and help reconnect east and west Austin by lowering the mainlanes in some areas and improving bridges and vehicular and bicycle and pedestrian connection.
- A total of 107 displacements (69 commercial, 26 residential [2 single family, 24 multi-family], and 12 vacant).
- Within the 107 displacements, there are 3 community facilities (Escuelita del Alma and 2 Community Care facilities - David Powell Health Center and Hancock Walk-In Clinic); 2 general health care facilities (Austin Medical Building [three offices] and Dr. Emilio Torrez); and 8 businesses that serve specific populations (low-income, minority, Spanish speaking, or children).
- Impacts to basic needs service locations for those experiencing homelessness (not permanent facilities) may require relocation.

## Environmental Justice

- It was determined that displacements would likely result in **disproportionately high and adverse impacts** to low income and/or minority populations under USDOT guidance. TxDOT assumed that any displacements in environmental justice areas could be appreciably more severe for these communities based on factors such as increasing rent, property values, lack of housing stock, and gentrification pressures that can all serve to amplify this impact.
- Additional transportation equity and access studies were done to present the most extensive study possible to the public, account for rapid demographic changes, and understand bicycle and pedestrian travel patterns in underserved areas to further evaluate opportunities for reconnecting east and west Austin.



# Air Quality Analysis and Project Level Greenhouse Gas and Climate Change Analysis



## Air Quality:

- Project located in an area designated by the U.S. Environmental Protection Agency as being in attainment or unclassifiable for all national ambient air quality standards; therefore, transportation conformity rules do not apply.
- The analysis results for the Preferred Alternative (Modified Build Alternative 3) indicate that carbon monoxide concentrations would not be expected to exceed the national standard, even assuming worst-case conditions.
- The qualitative mobile source air toxics (MSAT) analysis indicates that emissions would likely be lower than present levels in the design year as a result of U.S. Environmental Protection Agency regulations for vehicle engines and fuels along with fleet turnover.
- A quantitative MSAT analysis will be conducted for the Preferred Alternative and will be included in the Final Environmental Impact Statement.

## Project Level Greenhouse Gas and Climate Change Analysis:

- The proposed project estimated greenhouse gas emissions by alternative using Federal Highway Administration's Infrastructure Carbon Estimator model. While the build alternatives were higher than the no build, there is a level of uncertainty in forecasting the future. Also, travel demand forecasting does not assume travel mode shift to transit and active transportation and future technology improvements.
- The project looked at the potential of various climate change impacts on the proposed project.
- From the risk analysis, all risks are predicted to be low to medium with programmatic and enhanced risk controls strategies in place.

**For more information on these resources, please visit our resource table areas “Air Quality” and “Greenhouse Gas/Climate Change Analysis”.**



# Historic Resources and Protected Lands



## Impacted Historic Resources and Protected Lands

Park/Recreation Area/Historic Resource (Total Acreage/Length)	Resource Type	Regulation/Compliance Requirement	Impacts (Acreage/Length)
Ann and Roy Butler Hike and Bike Trail (15 miles)	Parkland	Section 4(f), Chapter 26	Permanent Incorporation: 652 feet Temporary Construction Easement: 1,207 feet Northbound I-35 (758 feet) & Southbound I-35 (695 feet) sidewalks
International Shores at Town Lake Metropolitan Park_3 (1.3 acres)	Parkland	Section 4(f), Chapter 26	Permanent Incorporation: 0.1 acre Temporary Construction Easement: 0.60 acre
Edward Rendon Sr. Metropolitan Park at Festival Beach (73 acres)	Parkland	Section 4(f), Chapter 26, Section 6(f)	Temporary Occupancy: 0.7 acre
Waller Beach Park at Town Lake Metropolitan Park (28 acres)	Parkland	Section 4(f), Chapter 26, Section 6(f)	Permanent Incorporation: 1.20 acres Temporary Construction Easement: 0.2 acre
Norwood Park at Town Lake Metro Park (10 acres)	Parkland	Section 4(f), Chapter 26	Temporary Construction Easement: 0.57 acre
Lady Bird Lake (485 acres)	Parkland	Section 4(f), Chapter 26	Permanent Incorporation: 0.29 acre Temporary Construction Easement: 25 acres
Historic Town Lake Park System	Historic Resource and Parkland	Section 4(f), Chapter 26, Section 106	As shown in parks impacts listed above.
Dura Tune Service Station (0.29 acre)	Historic Resource	Section 4(f), Section 106	Displacement of 0.20 acres of parcel, removal of building
Elgin Butler Brick Company Main Office ( <i>Austin Chronicle Building</i> ) (0.33 acre)	Historic Resource	Section 4(f), Section 106	Displacement of entire parcel, removal of building
Haster House (0.18 acre)	Historic Resource	Section 4(f), Section 106	Displacement of entire parcel, removal of building
Roberts House (0.25 acre)	Historic Resource	Section 4(f), Section 106	Displacement of entire parcel, removal of building

**For more information on Section 106/Protected Lands Impacts and proposed mitigation for these impacts, please visit our resource table areas: “Historic Resources and Protected Lands”.**



# Traffic Noise Analysis of the Preferred Alternative



A traffic noise analysis was conducted for the proposed project in accordance with TxDOT's (FHWA approved) Traffic Noise Policy (2019).

***The following results were obtained from the noise analysis for the Preferred Alternative:***

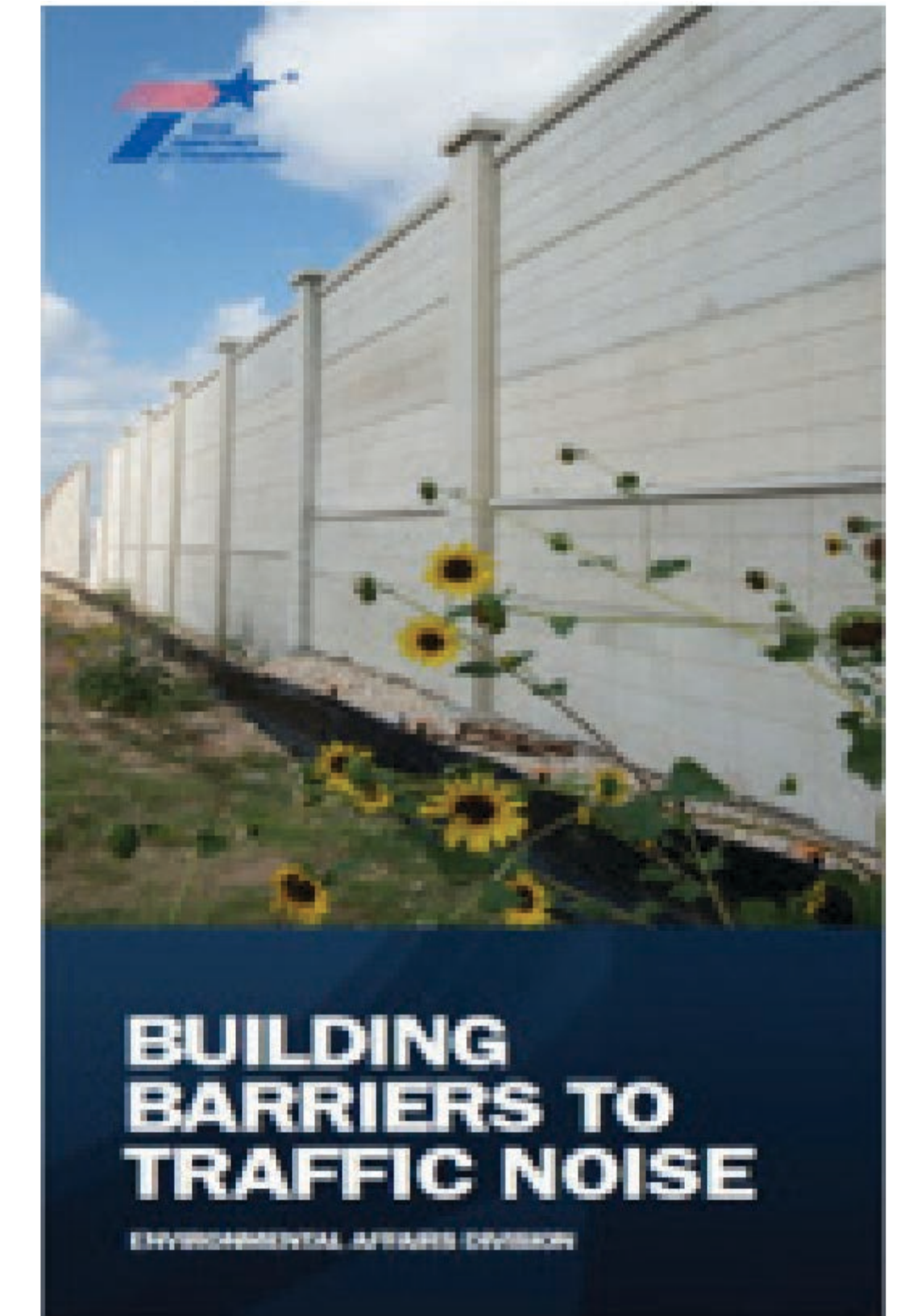
- 51 of the 90 representative noise receivers modeled would be impacted.
- 9 noise barriers were found to be both reasonable and feasible.

The final decision to construct the proposed noise barriers would not be made until completion of the project design, utility evaluation and polling of adjacent property owners.

A quantitative assessment of construction noise will be conducted in the Final Environmental Impact Statement for any noise-sensitive areas where there is the potential for construction operations to cause an extended disruption of normal activities due to noise.

People who live in areas affected by traffic noise are notified by mail when noise barriers are proposed for their areas. They are also informed about when and where a noise workshop will be held.

The opinions of those affected are vital to the construction of a noise barrier. Even if the noise study indicates that a noise barrier is feasible and reasonable, the final decision to build or not is by a simple majority vote.



**For more information on Traffic Noise Impacts and proposed mitigation for these impacts, please visit our resource table areas "Traffic Noise" .**



# Proposed Traffic Noise Barriers for the Preferred Alternative



**Barrier 1 & 2**  
Cherrywood Neighborhood  
Aura University Park Apartments



**Barrier 3**  
AMLI Eastside Apartments



**Barrier 4**  
3Waller Apartments



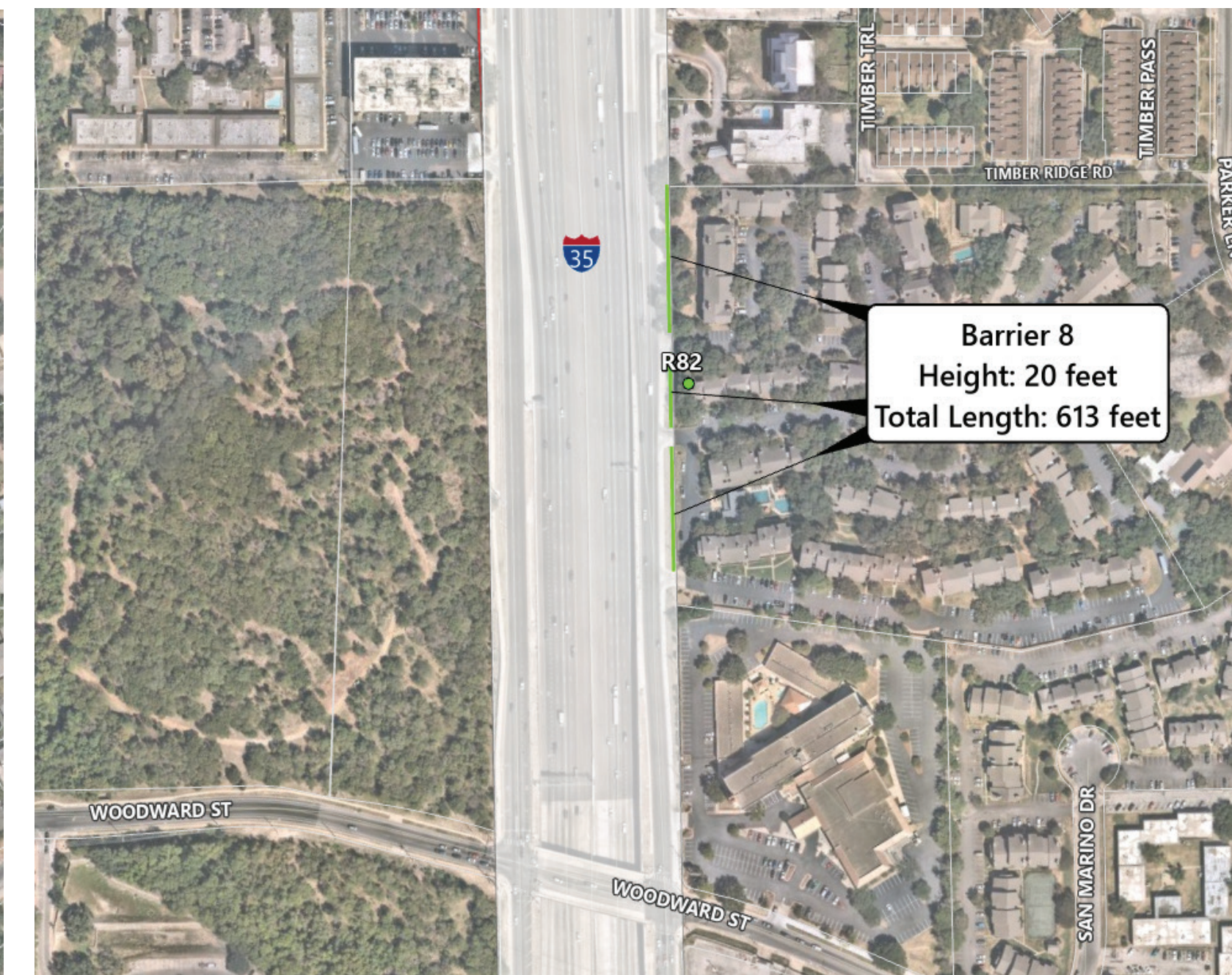
**Barrier 5 & 6**  
Norwood Tract at Town Lake Metro Park  
Berkshire Riverview Apartments

**LEGEND**

- Proposed Right-of-Way
- Proposed Noise Barrier



**Barrier 7**  
Motel 6



**Barrier 8**  
Grace Woods Apartments



**Barrier 9**  
Camden Rainey St. Apartments



# Visual Impacts, Induced Growth, and Cumulative Impacts



**Visual Impacts:** The removal of the upper decks and the elevated sections of I-35 through downtown Austin would remove a physical, visual, audio, and psychological barrier represented by the existing structure and help make the overall views across Austin more accessible to all.

**Induced Growth:** The proposed project would not likely result in induced growth within the AOI based on (1) historic and projected population, employment, and development trends, (2) future development predictions in local planning documents, (3) and feedback received from the Delphi panel.

**Cumulative Impacts:** The incremental impacts of the proposed project, when added to other actions, and after mitigation, would not play a substantial role in cumulative effects to overall traffic noise, air quality, historic resources, or ecological resources. TxDOT is coordinating with agencies for final determination of adverse impacts and potential mitigation for Section 4(f) protected historic resources and park and recreational properties.

**For more information on these resources, please visit our resource table areas “Visual Impacts, Induced Growth and Cumulative Impacts.”**



# Project Benefits and Mitigation



**Project Benefits:** Project benefits are outcomes that could be realized if the proposed project is implemented. Input from the public, Participating and Cooperating agencies (including COA), and community groups (including neighborhood associations) had aided in the development of the Preferred Alternative. Based on this input, the project was modified to remove the upper decks, minimize ROW impacts, provide enhanced east/west crossings (wider bridges), wider SUPs, and the ability for the project infrastructure to provide the support needed for future deck plazas (to be funded by others).

**Commitments Required by Policy or Regulation:** These items are measures that would be implemented as required by policy and regulations these items could include, but are not limited to: Traffic noise barriers, Relocation assistance and compensation for displacements, Section 106, 4(f) and 6(f) Protected Resources mitigation.

**Additional Mitigation:** In addition to the anticipated benefits as a result of the proposed action and the required commitments that will be implemented as a result of existing policy and regulations, TxDOT is committed to the implementation of additional mitigation measures to reduce impacts to the local community and environmental resources in the project corridor.

**The proposed commitments and mitigation measures are subject to change and would be updated as project development and coordination continues. The most updated version of the proposed project commitments will be included in the FEIS and ROD.**

***For more information on this topic, please visit our resource table areas “Mitigation.”***



# How to Provide Feedback and Ask Questions



**VOICEMAIL**  
**(512) 651-2948**

**Online and In-person  
Comment forms**

**On-site Court  
Reporters (in person  
event only)**



## EMAIL

**[CapExCentral@txdot.gov](mailto:CapExCentral@txdot.gov)**

Comments and questions may be submitted via email at any time during the project development process.



## MAIL

**TxDOT I-35 Capital  
Express Central Project  
Team  
1608 W 6th St.  
Austin, TX 78703**



## ONLINE

**[My35CapEx.com](http://My35CapEx.com)**



**Comments must be submitted by **March 7, 2023, at 11:59 pm CST**, to be included in the official record.**

**For general questions about the project, please contact:**

**Tommy Abrego, P.E. | [Tommy.Abrego@TxDOT.gov](mailto:Tommy.Abrego@TxDOT.gov) | (512) 832-7280.**



# Thank you for your participation!

## Next Steps:

- The project team will review all comments received during the comment period, assess their feasibility for incorporation into the design, develop responses and incorporate applicable responses in the Preferred Alternative and Final EIS.
- Refine mitigation commitments based on public and agency comments received.
- The combined Final EIS and Record of Decision is expected to be completed and published with the final schematic and plans by late summer 2023.



[My35CapEx.com](https://www.my35capex.com)





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