Appendix G: Comment/Response Matrix from Public Hearing/Notice of Availability of DEIS

Comment/Response Matrix

Comment/Response Matrix

ID	Commenter Name	Date Received	Source	Topic	Commet	Regonale
1	A Abdullah	1/31/2023	MyCapEx Widnite - Comment Form	Regional Connectivity	See Antonics this larged day in the radion withhold a passergier and, it's large to though their. A line between the critics would bring encounts benefits to Sk by planning people who souls in Auden to their in near more waitable only and most bring in more waitable and holding business.	States have been that \$25 or \$1 for the first \$0.01 \$3 max. The opposed for the Capital Express Central project is required to reflect local, regional, national and international townsplate of \$35 steems (\$3.00 \$6.00
2	Aaron	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	As a Sin Artistro resident, and frequent towards to Audit n. Listine high speed rail butween these crises would greatly improve the less of many and encourage excounts; greatly and prospertly for the region.	See connect 4.5
				Paroute to 130	The serving on population to correct plane its sepanal 135 Strength Austin. Exporting (3.5 set servines compation), just the Mosterin Asia Preview graphism. Please strender removing contrount traffic or easibility Strength years as 551.150 or buying (3.5 through the unitian core of Austin.	This 3 Discuss frames considered frames consider
3	Aaron Barker	\$-00,000	VOH	Racial justice	Note by set this hope had the describer depth that the long lower account of recognition describers, but it as the part had the long of had the long of the secretary and the long of the	See many familiar seed goal areason, in action, which was seen as a cold of seed in the cold year of billion to the cold of seed and provided as a special provided as a special form from \$1.00.00.00.00.00.00.00.00.00.00.00.00.00
4	Airon Lurin			Community Alberts flows	Modeling September Manager Transport Services (Transport September	Sever devined were provided by commonly standards group, so closed the control of provided pr
				Reroute to 130	Sex 150 was built for that sind of use and should be self-the to eccurage shaffle on 59-120 inclined of 155. Audith has the potential to become a world close stlp, but using some of the root economically whealth are self-on in this incredible stlp, send for deformed to that program.	Second (4)
5	Aaron Madison		VOH	Do not widous free build	The design of the proper and protect of the section	1.53 to Propose was a use of the use of register control States. Associated in the propose was a use of the use of the second but of the second states. Associated in the propose was a use of the use of the second but of the second states. Associated in the propose was a second state of the second states and the second states are second states. Associated in the second states are used to express a second state of the second states are second states. Associated in the second states are used to express a second state of the second states are second states. Associated in the second state of the second state of the second states are
			-	Reroute to 130	and by forcing semi trucks to take the toll road around Austin (pemaps a reduced toll for them, or government subsidies could help).	See comment #3
6	Aaron Schachter	2/27/2023	Email	Do not widen/ho build	The PDICE of the Section of the Sect	See Comment 65
7	Aaron Schechter	3/7/2023	Email	Do not wider/no build	MobilitySS Program Manager Tommy Advago, Expanding I SS would be extremely detrimental to Audin. It is not helping people. It will increase deaths and traffic. As all eround baid idea. Please study other highway expansions. Amon Schedder	See Comment #5
8	Aaron Voltmer	2/20/2023	VOH	General support	Second like in weigh in with a preferred chance for the prepared 325 incloses. Please strongly crossed mits Modified Build Resemble 4.3 This alternate will remove upper decide, wheneve early west connectivity, apports the additional 4254 series of new orbits park sees. Build periodenia and take only bridges while adding 4.95V lares for rick allows, can post and enregistry services. This is you for your consideration.	SS through disentitions Audits, which includes the Capital Express Central project, is often revised #5 on the stan's Mist Congested Review, list. We are working to density a feasible, constructable and multimodal plan to improve the intensists while minimizing impacts to the Central Texas region.
9	Abby Brown	3/7/2023	Email	Wishire	No. A year was a badle gloves, I have at COSS Lichmood Mis in the Wildow's Wood-Sharifur Willowhood angithorhood with my haddered and two swell children. The latter you received from the Sharifur Willowhood angithorhood association was to get the salest partial partial and the salest partial partial partial and the salest partial p	The two constitution of \$42 case requested by the cleaner employment as execution to provide from execution to the \$4.55 capual forms execution to the execution execution to execution to execution to execution execution to execution to execution to execution execution to execution execution execution to execution execution to execution ex
10	Abby Colton	3/3/2023	Email	Do not widen/no build	Making Singer Makager Temps Yanger. Making Sing	See Comment 4:5
11	Abby Penner	3/7/2023	MyCapEx Website - Comment Form	General support	In an assembling in segared of Opinio, 3 for in \$25 separation that is consistently expected or influential beauting developed by the two margine properties that could be segared or formed to an address the beauting developed by the two margines and could be segared or developed by the segared by the segared or developed by the segared by the se	See Connect #8
12	Abby Plemmons	3/7/2023	Email	Do not widen/no build	Making Shapes Manager Tomay Right, and the Shapes Manager Tomay Right of Shapes Manager Tomay Right of Shapes Manager	Sea Connected S

				Do not widen/no build	Mello, I am a resident of Austin TX Williamson County, I OPPOSE TADOT's plans for I 35 and I OPPOSE expansion.	See Comment #5
					White I was resident of Audio Th. Williamson Courty, 1997(19) EXCEPT, years in 15 and 1997(6) exposures. All pulses present man for All The system companies are with the 40th years are with the 40th years are with the 40th years are with the 40th years, in rot and will were published, widely, and to spread only a form of the 40th years are with years are with the 40th years are with years are with years are years of organization and with the 40th years are with years are years of years are with years are years are years are years are with years are ye	
		Date Bareland				
13	Commenter Name Abhijit Madhu Kumar	3/7/2023	Email	Topic Public transit /	Comment and the public bound find project as an alternative / They also serve to further action the citizens of Austin, and tack us into a car based economy, curtaining our freedom to choose our mode of temperaturism.	Staged lanes and ship made award fails, desired, and provide qualifying calcition with a new relability made, and an interest desired control or an interest desired control or any and a stage of the proposed or an interest desired control or any activity. When it is also in a display of calcition with a new relability made, and interest or the big part of the proposed or and mine at their desired control or great or all provides or any activity. When it is also interest or activity of the second or activity
				Multimodal transportation		The control of the production production production production production control of the basis and the arrange of most breatly, thus moving once people or class. It is present time, public treatment, and the arrange of most breatly, thus moving once people or class. It is present time, public treatment because once the production of t
14	Abiel Rodriguez	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	To community in these appoint for a community relative potent contents of potent community, during a relative for the community of the companion of the community of the communi	Se connect 6 1
15	Abigayle Weitl			Do not widen/no build	Mobility Strongers Manager Tramps Pringer, 1997 Strongers Manager Tramps Pringer, 1997 Strongers Manager Tramps Pringer, 1997 Strongers Manager Tramps Pringers Manager Managers Manage	See Comment #5
				Reroute to 130	I am for reclesignating another highway such as SH-130 as a public transit first project, putting people as the priority: not the vehicles	See comment #3
16	Ace Schlameus	2/7/2023	Email	General support	Our Claims high get Commissions: The put of recipioning that is 55 freeigh which is not of the not compared moless agreement in the State of Fees. As the survivous political moless agreement in the State of Fees. As the survivous political molesses agreement in the State of Fees. As the survivous political molesses are the survivous political molesses agreement in the State of Fees. As the survivous political molesses are the survivous political molesses agreement in the State of Fees. As the survivous political molesses agreement in the survivous political molesses a	See Comment of B
					These you for the interdirection exist due that it were all years at the Treat Department of 1 composition to adopt a safe systems approach and sensorally exist based to the flaut to be regard of colling sent countries. In which the Po 200 is not to sent by 2000, Colline are remarkedly more experted two composition is not set to proper of the Audit region more: - using fainteen sent sent field product count of contain methodology to compose the Treat AUM. The fairs Treatment form of the Contain Contain Contain methodology to compose the Treat AUM. The fairs Treatment form of the Contain Co	Sau Connect et S
17	Adam	3/7/2023	Email	Do not widen/no build	Takeoperation in Notices are register on enfolded or projection. The contraction of the c	
					MobilityS Program Manager Tommy Atrego, Lam writing to express my storing opposition to TGOT's plans for the 1-SS expansion in Austin. As a resident of XXX, I believe that this project is flawed and will have serious ne	See comment #3
				Pleroute to 130	extrom, 15 copport alternative proposal in an in the Ministria Sproposal, in except control in progress of the property and the property and the property of t	
18	Adam Baratz			Air Quality/Climate Change	Table (18 to perform) from a the trapped of the appeals in claims of the particul relating from the particul relating from the particul relating from the particul relating from the particular relationship from the particular relati	Againing to Chem Publication, a Collection Section of Section (Collection Section Sect
				Tire Wear	Additionally, the construction impacts, particulate matter publication from fine wear, and favord traffic modeling over all applicant concerns that 1000T must address before moving forward with this project.	Table to the gas and additional registration. The was it is a time and another impossible with Merk, as such, as such, as addressed through the Class AF Act (CAN) process of confirming for MI constituents. Since the project is in an attainment or undessfields were for MA, applicable CAM regulations do not exceed additional address. After MA CEMPS project in CAM regulations requirements.
				Laters/Induced Demand	Performance, I would like to highlight the lase of induced Demand, which has been about to be a applicant concern when it cames to highway separations. The accountage for the highway to the contracting more people to drive, resulting in more shaff, and increased greathcase gas emissions. Logal 1007 to usefully consider the report of inhand Demand on this project and to private auditabilis adultions that reduce the need for closer.	155 in the project area to over of the most competed readway section in Teacs. The Capital Express Central project is being proposed to keep the multi-functional intention moning, in it pays an important rais in the brancher of proping goods and services within Additional and Teaching Central project is a few to provide a part of the project is in the transfer of proping goods and services within Additional Teaching Central Project is an interest of the project is in the transfer of the project is in the project is in the transfer of the project is in the project in the project in the project is in the project in the project in the project is in the project in the project in the project is in the project in the
19	Adam Boone	1/31/2023	Errait	General support	The Claims beginned Commissioners have just for recipitating facility 25 fromings have in see of the recipitating facility 25 miles have been an extra companion taken by a second or product or the companion to	Nat Commercials
20	Adam Campbell	ig on, seed		East/Word Connectivity	In this type content to the expension of 1.53 frough claim. For expension of 1.53 frough claim, the second type of the second type and	1500° is improving each eard connectivity by relability cores ofwest bringes for earlier, which trough and production crossings. The 155 Capital Express Program area includes 20 tringes or cross-shrinks, now of which are more than a rinks again, "The 415 this or less." **IT at 1 this or less.** **IT at 1 this or le
				Multimodal Transportation	For each this become the world class, up to growing to be, 135 should be tow water, it should be support at the support at the support third, crossing school the frequent (many quadro mints, and this, perbonium, and transit schools class or should be prioritized.	The deficient or significant is an absolute greatest in the part type the minimal invalidation interests to execute uses to execute uses to execute uses to execute use to execute uses to exe
				Do not widen his build	East Organ but M Annage and the 31 Cognitive Equation Control Princet State. The Anna End and application and The Bear End Michigan to any to all the princet of the princet End Anna End End State S	See Comment of S
21	Adam Greenfield					

				NEPA	TACETs names focus on moving wholes grows its National Environmental Publicy Act (NEPA) requirement to conduct "a systematic, interdisciplinary approach which will insure the integrated use of the national acts occurs controls and the environmental design with "23".	As assist in section 2.25 of the Environmental Impact Solatment (\$15, 1007) has pericopated in the National Environmental Parks At 100FM, assignment program since 2014, Under the NEPA assignment program, 10,007 as subject to the same procedural used addition in requirements as world supply in the requirement to a contract of the procedural con
				Business/Residential Displacement	The destruction of over 100 hornes and businesses, 84% of which are in the environmental justice category, and the loss off and and tax base, in addition to the impacts on nearby properties, both during early after controcution.	13.6.4. Manning the amount of right of way so one of the major objectives of 12.0071. Mobility 55 Program, which includes that 155 Capital Express Cartial project. Right of way will continue to be refined as the project roose forward. Among the identification, the forward of the continue to the continue to the register of project and policy of the continue to the register of the
10	Corresponder Norma	Date Beneived	Source	Toric		
	Committee Name	Date received	300100	Air Ovelity/Climate Change	Investod air noise and water relation and the resulting imparts on burgan health due to the invested number of rars on the med it is well known that nevel found year a highway nationals in whitever	See Company 41%
					recreased in consider of our profition and for treatment greate on front whether the section control of consideration of the control of control properties for the control of co	
22	Adam Hite		Comment Form	Do not wider/no build	for not support the latest proposal by 1000°. We need to text down 135,135 is the next disrigenous readway in Austin, yet 1,000° is expanding to 20 lanes against the wishes of the community and the pupple and the diseast to the lightness, also will be most effected.	See Comment #5
				Air Quality/Climate Change	Sections way we only have a short extract of time to intigine the server efficient of climate change put one are expanding a highway that would massively increase an publisher in our oils. Expending 135 will receive build, increase publisher, increase displacement, and deathy local businesses. I way NOI.	See Comment #13
23	Adam Hockenberry			Do not widen/no build	Maching Sharp Manager	See Comment #5
			-	Reroute to 130	But like for starters here get not of the totil for traffic taking this route and post signage that thre-braffic needs to exit. Fin sure there are enforcable ways to make 25130 absorb a twentedous amount of thro- traffic thus fineing up the downtown segment of 055 for urban uses.	See comment #3
24	Adam Johnson	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognising that 1-35 through Austin is one of the most congested madway segments in the State of Texas. As this seriously auditated madway is often	See Connect #8
		3/8/2023	Email	Bury/turnel	Date Charmon bogs and Commissioners. There you for recognising that it 55 mags, but in a red they make to agend and any support in the State of Teach. As this surrounty addition can always in the State of Teach. As this surrounty addition can always in their surrounty addition can be surrounded and the surrounded an	
	Adam Knott				Mobility of the control from process. White there is not based with driving exact the control for city to pick up a few orders.) port went to so the masses highways two contactify on were purify hordfung. They were way too log and made the city bas and few consistent of drifty. Control equant this highway, is but, you should have time in touchessed or just get of of it is represe habits.	Contra provided and a sequence of provided and a
28	Adam Lefto			Do not widen/no build	Manipul Service Transport Resident Promotion (Fig. 1) and plant to select the Common as construction applicates of these plans more formed. Additional options that another amount of power description about the considered fort. As 2.0 per recident of the oily with transport or Window Proc. May 100 per an object to be a followed by a considered fort. As 2.0 per recident of the oily with transport or Window Proc. May 100 per an object to be a followed by a considered fort. As 2.0 per recident of the oily with transport or Window Proc. May 100 per an object to be a followed by a followed by the considered fort. As 2.0 per considered fort. As 2.0	See Comment #5
				Heroute to 130	Take speak first hand to the handlish of recording studioses that move staffs ARQAD the city. The best way is get from 200 in the north to 71 in the south is to go down 185.1 (think it would be great, for example, if large trucks and other non local fuelfic were encouraged to pass through the Austin area without beading disentation.	See comment #3
27	Adam Long	2/16/2023	VOH	Do not widen/no build	On seed you like all falls, the planted and not worked to the seed of the planted	Sea Comment of Se
28	Adam Longley	3/7/2023	MyCapEx Website - Comment Form	Caps,/Deck Plazas	as a rate, a distribute and filter of the control) sent great the 1,54 miles to 13.5 give such of the sent of 15 are required to burstly against the LOGT eventured the asseming states in low of a part of the sent of 15 are required to	See Comment 4-C2
29	Adam Norwood	2/25/2023	Email	Do not widen/no build	No MOOT DOC! Manage presented that coursed CDSS double and valuated presentation materials. The disappointed that ToOT is only moning larvant with Staff Statematin's 2 and Modified Staff Statematin's 2 (the No Staff St	See Connected to
30	Adam Pietinger	3/7/2023	MyCapEx Website - Comment Form	Binarped sefery	Takes of the and cold of \$25 and seals on the seal and, Table 5 and seal for \$10 and \$	And in both of attention 1 would improve a local and connections by would improve a local and connections of the connection of the connect
31	Adam Stem	3/7/2023	Email	Do not widen/no build	Mer ICOT TLOOT. More concrete is not the answer, thoreasing lanes is propen to be in effective. Please listen to Austin to invest in Long-term benefits.	See Comment #5
32	Adam Thomas	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Can we have a builet train from Sam Antonio to Austin?	Second #1

33	Adam Wilson		MyCapEx Website - Comment Form	Business/Residential Displacement	Pleasese consider all possible ways to limit the impact of ISS in Central Audin neighborhoods and use this construction as an opportunity to reconnect the community east and west of the highway. Thanks you for considering the need of the central Audin neighborhoods.	See Comment #21
]		l f	Business/Residential Displacement	10ve in 78751 just west of 135, and I am concerned about the impact of the 135 expansion project on my neighborhood (Hyde Plark) and the whole city	See Comment #21
			l t	Reroute to 130	The best possible outcome is for truck traffic to be round around Austin in Loop 190.	See contraint #3
				Do not widen/no build	MobilityS Program Manager Tommy Abrego,	See Correspond #5
					Maniput Singups Manager Tomany Assign. 1 an ansisted of Audion Singups Manager Tomany Assign. 1 an ansisted of Audion Singups Manager Tomany Assign Singups Maniput Singups	
					representatives a place to the County of the	
				Latent/Induced Demand	It ignores induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	Sec Comment #18
ID	Commenter Name	Date Received	Source	Yopic	Commet	Responses
34	Addie Tumbusch	3/7/2023	Email		They worsen congliction jais we saw with the Kelly Freeway, air noise and water pollution, safety, and transportation options beyond driving, 10 years of construction for just a few years of congliction miled is Not worth it.	T/DOT conducted an Environmental Impact Statement (EG) which evaluated studies on several environmental topics, including air quality and traffic noise. To review the findings of these evaluations, please see sections 3.12 and 3.14 in the ES.
				Air Quality Phanes Air Quality Phanes Air Quality Phanes	NOT Sood afformore. I are writing to bridge that I oppose expending 135. I is too disruptive to the central Audits area in terms of make, problems, and briffit danger. I are unconnected that I will although any tarking problems long (see	Sections of \$13\$ Incomment of \$13\$ Incomment of \$15\$ Incomment of \$15\$ which evaluated dudies or several event confiding or of selections. To review the findings of these evaluations, please are section \$1.2\$ and \$1.4\$ in the \$15\$. Incomment of \$15\$ care a capital period production and the confidence of the
	PAGE AND THE PAGE			on demonstration	van yading malatana long dano. Adabasa	
1				Public transit / Multimodal transportation	Money would be better spent on public transportation options.	See Comment # 33
				transportation	завите на насто орган из расто и потора откого до прилода.	
36	Adham Elattal	2/10/2023	MyCapEx Website - Comment Form	General support	The only question i have, is this expansion would equate to having more Tota to pay when the expansion is used? If it is not, a vould be great solution for the traffic problems have in Audis. If it is, then I links we do not need it alm.	Sec Comment #8
97	Ar	2/8/2023	Small	General support	Data Philippe Bod and Personal recommendation of the control of th	and the second of
31	Adison Hayne	2/0/2023	Email		Successful and state of the contract of the co	Section 45
38	Aditya Ati			Do not widen/no build	Making55 Program Manager Tommy Saregia. Saregig oppose this expension and think it's wrong for the direction of the city of Austin,	See Connect 45
				Public transit / Multimodal transportation	we need to focus on expanding our public transport systems as more people are pushed to the outskirts of the city and beyond	See Comment #13
39	Aditya Tewari			Do not widen/no build	Socialists from process force process from process. Social Security Securi	See Comment #5
	,			Bullio terrorit / Multimodul	Auxin is expanding and instead needs proper public transportation to support the expansion.	See Comment # 33
				Public transit / Multimodal transportation	положе в вером согра в положения оченова раздене в совторует и от вером согранительного в положения в согранительного в	See Control of 22
				Business/Residential Displacement	Throw and love and displace businesses in order to make traffic worse around the university area. Expanding a highway like this will remove parts of communities	See Comment #21.
				Community Alternatives	Another more acceptable idea is the Rithink 35 idea to turn 1-35 into a boulevand that can be used to lessen gentrification as more people flood into Audin destroying the housing market.	See Comment 44
	[]					
				Air Quality/Noise	the already existing construction in the area is a nightmane, i cannot imagine if 155 is expanded. I need my skep and this kind of constant construction around the University area will undoubtedly make that more officult, especially if it lesis a decode.	DAM LOTTERET # 2-9
40	Adrian Hillmann	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Would She to emphasize support for missis-public triensportation sepecially from SA to Austin.	See connent #1
41	Adriel Martin	2/6/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1.35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is other called the Make Street of Texas, at Texas should call for bold and decisive action to transform this critical streets of infusionscurse into a roadway that will accommodate the rapid and immune growth we	See Commant #8
	Meditz				are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Calphal Express Central design as proposed by TxCOT.	
42	Adrienne Lusk		von	Caps/Deck Plazas	TACIT should legg pay for the decids. In TACIT's decision for make adjustments to the controls, hough bady reselved, but they should not do a half asset jib and expect the days to list in where they proposely. As invarianted appears to see the implemented. If this is indeed feelings algost the face of grown in single to center and in Autor, for these to be up. As invarianted appears to see the implemented. If this is indeed feelings algost the face of grown in single to center and in Autor, for these to the limit of an advantage of the seed of the single center and in Autor, the seed to be up the seed of the form and the seed of the	The hadrand harmoning progress to accommodate placerial cags which could be touch fooded. ToO'd a vorting closely with the City of house and the towards of finese, which is landing the wayped of cags and class and draw local enhancement. In the contract of the contract
				Air Quality/Noise	Incorporable every environmental aspect focused on traffic congestion, emissions, oil build up from excessive use, unprecedented temperatures and heat waves, any living being along the conidor.	See Comment #34
						Nec Comment 424
43	Adrienne Marie Herring		MyCapEx Website - Comment Form	Do not widen/no build	this project will massively and unnecessarily expand the footprint of 1.35 into north-central neighborhoods without offering commensurate community benefits, such as strengthening connections between neighborhoods and offsetting the negative physical and psychological impacts of the highway on residents and communities.	See Comment #5
				Business/Residential Displacement	to project all measurely and unnecessarily expant the fortgener of 150 into north-central neighborhoods without offering commensurate community benefits, such as obnegliering connection's between neighborhoods and offering the neighbor objects and populating or invasion of the highest or invasions and communities.	See Comment #21
	L			East/West Connectivity	We live in East Central Austin, with the proposed changes become a high concern for the safety of families and children in the area as many kiddos and families walk to school and/or the community park.	See Comment #20
44	Aidan Aannestad		VOH	Do not widen/no build	I do not understand how encouraging more car use is going to solve congestion issues. It's well-known that adding laines adds more car use and fundamentally does not solve congestion problems - see, e.g., what happened in San Francisco in the 90s when they *removed* a major highway and saw congestion go down. The solution to consistion problems is fundamentally about artified and off the road - over carriffund more and over carriffund more carried mor	See Comment #5
					East ordered have recoverable on or or an injury to when expected issues. In set force, the facility less said for order or and force instead by the complete order or and force instead or and force or and force ordered ord	
				A 15-1-1-1 (14 0-1-1)	An other is shorted and sent the property of the bank to be consisted of this to be and to a 1% time for TYVY to little. We need for extending the bank to a 1% time for TYVY to little.	See Comment #13
				Public transit / Multimodal	Control is changing. Proving people are consuming may any mark to day care monator or serving creams and any ment on a port of consumers of the ment consumers of the consumers	
				Public transit / Multimodal transportation	Our culture is changing, young people are constantly wondering why they have to toy care instead of saving trains where they need to go. It's time for TXXXVI to listen. We need functional, usable long-disblators passenger rail,	

					Dear i 35 Capital Express Central,	See Comment #5
					Date 15 Gigatif Express Contract. 8xt 55 Gigatif Express Contract. And the Princemental Inspect Statement. 2xt 6 Count Refers and one Elected distinct. And of Commissioners, 8xt, and Consultants. 2xt 6 Count Refers A Refer and one Elected distinct, 2xt 50 Commissioners, 8xt, and Consultants. 1xt and contract and part of the Elected distinct, 2xt 50 Commissioners, 8xt, and Consultants. 1xt a visual resultant and part of the All princers and participated in Princers and pa	
					Thank you for the opportunity to comment on the proposed 135 Draft Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currently included in the proposed. The house of excellent public transit infrastructure currently included in the proposed.	
					Into tavil command microsis that cony seas to opportune trins project to suggirity speeds up rong assistances arrange occupant versions invalve interests arrange assistances arrange occupant versions in a version of the project of furnishment of the project of furnishment with the victor interpretation study or the project of furnishment or infect the instance of microsistance arrange occupant versions in a version of projects of furnishment or interest and interest an	
				Do not widen/no build	lifestyle that I want to live. Thank you for all that Tx00T is doing to improve safe, multimodal access for all.	
					Training you can are used tracking or inspective seets, instantinous southern for set.	
45	Aidan Maxwell					
			l +	Bike/ped safety	Marco hold as anabilist model to be this to understood boundflower interaction incorporate constrained annexis for color activities and existing the color.	See Comment #30
				unity per savely	Files about an analyze how many jobs people from each cersion stack or transportation analysis zone can meach within a half hour by walking, wheelchair, reannit, and personal motorized validation in the control of th	Jeen Constraint #-20
					Name bods an analyzing model to be that burderstand from different administration transportation instructed contained and produce on the substantial transportation instructed contained and produce on each manipolated and to be substantial transportation in the found in quint, this bods administration in produce placed in the manufacture contained and produce and produced and prod	
			l f	Public transit / Multimodal	I wish I clid not have to drive as much as I have to drive soday. Driving is one of the most dangerous way to travel in Teass, with riding the bus being the most safe method, and walking being the second most safe way to travel. I wish that I had the freedom of a safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't.	See Comment #13
				transportation	safe way to travel. I wish that I had the freedom of a safe pedestrian, personal mobility device (including bicydes), and public transit travel options, but I don't.	
						See Comment #5
					Mobility35 Program Manager Tommy Abrego, Hi there,	See Comment #5
					To whom it may concern, I withermently oppose ThDOT's plan for LSS and I oppose expension. For all of as who are beginning the otype reconsider their plans, I want to understand why ThDOT theirs their plans is even a viable option for Austin? Some plans of the plants	
					road travel thus creating even more traffic.	
					The solution is to have fewer cars on the road. We do that by prioritizing other means of trainer. Hewer various leads to leak present in separal 135 is during something for the siske of saying you are during something, and nothing more of bus and \$50 below. The plan to expain of 135 is during something, and in other priority of the siske and the siske of saying you are during something, and nothing more of bus and \$50 below. The plan to expain of 135 is during something to the satisfied and adding can be our reades. In train, the opposition of the siske plan to the satisfied to the same plan of the satisfied source of the same plan of the same	
				Do not widen/no build	shouldn't even be up for debate, it's a god anful plan. We should be discussing ways for us to demande in the suggestions I have made above and ones that I'm sure many others have already spoken about at length. We should be proposing that traffic he represents the superiorment has nature on that sturfill may create in the right form the next and the right in the right of the representation and the representation of the sturfill representation and the representation of the sturfill representation of the study of the st	
					Audin has the good fortune of still being a relatively small city. Now is the time to capitalize on that by bringing us closer together through making the city more friendly towards walking biking and public basels. This will help us exponentially. It	
46	Aidan Vaughan				will be like asset to build new housing and relail on the edges of ben if they are easily connected to the Austin center of the public transit. Arrongst eventying else membrough, the Thors is one of the ventsig syndest contributes of pollution. Texas drives contribute more cost than every train in the world combined. Expanding 135 is a plan that would be considered 25+ years ago.	
					It Steed. If a shared, it may grozered, a submiratively opposed ToOOTh pains for 135 and if a gross expension, for all of as who are begging the only to recomplish their pains. I heard to undersident of by ToOOT belos their pains is even a vaidal option for Author's Chary power of elections above accordance by the following expension as a sket of them models. To find many use are for a few or find the following expension and the proposed of the following expension and the contract of the following expension and the following expension following expension and the following expension	
				Public transit / Multimodal	Epanding the highway would lead to greater traffic, greater pollution, in both tire fragments and emissions, and make the quality of life for those of us in Austin significantly worse.	See Comment #13
				transportation		
				Air Quality/Noise	Other options for construction would be to include protect	See Comment #34
ID	Commenter Name	Date Received	Source		Comment	Responses
				Regional connectivity	Why not build a light rail system in Austin instead of expansion? Why not focus on a worthy goal and Connect your 4 biggest crises in Tenas by train, rather than have thousands upon thousands make 3.4 hours design to prove	Seconment #1
					A MARINE STATE OF THE STATE OF	
47	Aisting Maxwell	3/7/2023	Email	Do not widen/no build	MobilitySS Program Marager Tommy Abrego,	See Comment #5
1		1			MobilityS Program Manager Commy Abrego, Lopose the current 1-35 plan. It work something better for assist, please do not edd 20 lanse of highways Asling Massell	
						Sec Comment #8
					Date Column Bagg and Commissioners. This policy of registry and the Strongs, Audits in one of the most congoined readway segments in the State of Tessa. As this servicely accidant readway is often called the Main Share of Tessa, all Tessas should call for bold and decisive action to be called miss of individuals into a make yet that all accommodate the register and service in one yet the State of Tessas. As this servicely in our great State. According to the control into a collect short of individuals into into a make yet that all accommodate the register and service into a register of yet or yet of the State of the State of Tessas, all Tessas should call for bold and decisive action in the service into a register of yet or yet of the State of Tessas. And the State of Tessas are the service of the State of Tessas and the State of Tessas. As the service of Tessas. As the service of Tessas. As the service of Tessas. And the State of Tessas are the State of Tessas. As the service of Tessas. And the State of Tessas. The State	
					account or oversecum one critical institutions with a conditional variety of the control of minimal variety of the control of	
48	Al Mattingly	2/8/2023	Email	General support		
49	Ajay Gadwal		VOH		This people is an admittant contributed formation and a sense of time, making and offerent contributed from the first the firs	See Comment #18
				Latent/Induced Demand	project will also go ever the budget as the cost of materials is going up.	
					If we were really interruing to Austin's residents, we would invest this money in a more robust light sail system. It would be more efficient and much safer. ISD is dangerous and car crisishes are out of control.	
				Reroute to 130	We also need to enact change and make it mandatory for large trucks to use 130 when they are just passing through Austin.	See comment #3
50	Alan Cazares	1/31/2023		Regional Connectivity	I'm in support of the creation of a network community rail system between San Anterio and Austin.	Seconnel 5.
30	XIIII CALIFIES	2,32,2023	MyCapEx Website - Comment Form	regular curreculty	I militapponi ti dei Unisatori ti di militari i controlla militappi di militari proprio di militari di	Jen Luttanit v
				Do not widen/no build		
51	Alen Dunne			Do not wider/no build	Ni, I oppose the plan to widen the 135 for many reasons. Firstly widering highways and buildings roads just induce demand and bring more cars that then block the road shortly after works. Yours,	See Comment #S
51	Alan Donne			Do not widen/no build	Making Sing Program Manager Emery Margin; N. Coppose the Splan to widow the 135 for making reasons. Firstly widowing highways and buildings roads just induce domaind and bring more case that then block the road shortly other works. Yours, Share Durring	Sau Commet 45
51	Aut Done			Do not widen/no build	N, Togose they lain to widen the 135 for many reasons. Firstly victoring followings and buildings reads just indicate demand and bring more can shall then block the read shartly after works. You's, Alan Durse	Sectionment 65
51	Aus Donne		-	Do not widen/no build Air Quality/Noise	N, Togose the jale to widen the 135 for many reasons. Firstly evidency fightings and buildings creds just indicate demand and bring more can that then block the road shortly after works. You's, Alan Dunne Ale policion will also get some.	So Comment 53
51	Aun Dunne		-			So Comment 53
51	Aun Dunne		-	Air Quality/Noise	For policion will also get worse.	So Comment 53
51	AVAIT DOWNER		-	Air Quality/Noise	For policion will also get worse.	So Comment 53
51	AVAIT DOWNER		-	Air Quality/Noise	For policion will also get worse.	
51	Avail District			Air Quality/Noise	As publican will aske give some. Contrate change as gaving to be absorbed in TA. We absolut and be bringing more enterents.	Se Comment 6.14 **Language of the properties of General Actuary Colonia Colon
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51	Alan Groves		MyCagEx Wesste - Comment Form	Air Quality/Noise	For policion will also get worse.	Se Comment 6.14 **Language of the properties of General Actuary Colonia Colon
51	Alan Groves		MyCayEx Website - Comment Form	Air Quality/Noise	As publican will aske give some. Contrate change as gaving to be absorbed in TA. We absolut and be bringing more enterents.	Se Comment 6.14 **Language of the properties of General Actuary Colonia Colon
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53 53 54 55 56	Alan Serones Alan Newhold Alan Newhold Alan Serines Alan Serines	1/31/2023	McCaste Valuate-Comment from MyCaste Valuate-	An Quartey frome Circular change Circular change Day not widen/his build Plemate to 130 Day not widen/his build Silvary and safety Community Manifestion General sequent Regional Correctority An Quality/Nation Plegoral Correctority	As pulsation will also get works. Contract change or gangers to an executive state of the 125 appeared to increase a solid, and oliminately orangestion in Central and East Associ. The realized for gangers than the executive state of the 125 appeared to increase a solid, and oliminately orangestion in Central and East Associ. The realized for gangers than the executive state of the 125 appeared to increase a solid, and oliminately orangestion in Central and East Associ. The realized for gains to annex the 125 is alreport that of the specimens to increase a solid, and oliminately orangestion or increase and passes, the send touri models for issuit tradition, and highways for instructly trade. It are strongly that tradit is shown to send to 125 is alreport that of the city passes or send touri models for issuit trade, and highways for instructly trade. It are strongly that tradit is shown to send to 125 is alreport that of city passes or send touri models for issuit trade, and highways for instructly trade. It are strongly that trade should be loon greated amount that only passes restore than through it. It are strongly that trade is shown to send to 125 is alreport that of city passes restore trade. The restored is passes to send trade is solid and only passes or send trade is the send trade is the send trade is alreport trade in the send trade is the send trade is already trade is already trade is already trade is the send trade is already trade is	So Comment #39 Soc Comment #30 Soc Com
52 53 54 56	Alan Serones Alan Newhold Alan Newhold Alan Serines Alan Serines	1/31/2023	McCaste Valuate-Comment from MyCaste Valuate-	An Quartey frome Circular change Circular change Day not widen/his build Plemate to 130 Day not widen/his build Silvary and safety Community Manifestion General sequent Regional Correctority An Quality/Nation Plegoral Correctority	As pulsation will also get works. Contract change or gangers to an executive state of the 125 appeared to increase a solid, and oliminately orangestion in Central and East Associ. The realized for gangers than the executive state of the 125 appeared to increase a solid, and oliminately orangestion in Central and East Associ. The realized for gangers than the executive state of the 125 appeared to increase a solid, and oliminately orangestion in Central and East Associ. The realized for gains to annex the 125 is alreport that of the specimens to increase a solid, and oliminately orangestion or increase and passes, the send touri models for issuit tradition, and highways for instructly trade. It are strongly that tradit is shown to send to 125 is alreport that of the city passes or send touri models for issuit trade, and highways for instructly trade. It are strongly that tradit is shown to send to 125 is alreport that of city passes or send touri models for issuit trade, and highways for instructly trade. It are strongly that trade should be loon greated amount that only passes restore than through it. It are strongly that trade is shown to send to 125 is alreport that of city passes restore trade. The restored is passes to send trade is solid and only passes or send trade is the send trade is the send trade is alreport trade in the send trade is the send trade is already trade is already trade is already trade is the send trade is already trade is	Sectionness 23 Sectionness 24 Sectionness 25
53 53 54 55 56	Alan Serones Alan Newhold Alan Newhold Alan Serines Alan Serines	1/31/2023	McCaste Valuate-Comment from MyCaste Valuate-Comment from MyCaste Valuate-Comment from	An Quartey frome Circular change Circular change Day not widen/his build Plemate to 130 Day not widen/his build Silvary and safety Community Manifestion General sequent Regional Correctority An Quality/Nation Plegoral Correctority	As guided on all one get works. Convent sharing is gaing to the designal on 15. We shaded not be language more emerance. Les extensive places and about 15. We shaded to the language more increases and it., and offensive prospection in Contral and Face Assists. Les extensive frequency or command adout the gains for the 12th proposed as increased and appropriate places and increased and appropriate places. We need to can read for the language for interest the 25th places of the language for interest the language for	So Comment #39 Soc Comment #30 Soc Com
53 53 54 55 56	Alan Serones Alan Newhold Alan Newhold Alan Serines Alan Serines	1/31/2023	McCaste Valuate-Comment from MyCaste Valuate-Comment from MyCaste Valuate-Comment from	An Quartey frome Circular change Circular change Day not widen/his build Plemate to 130 Day not widen/his build Silvary and safety Community Manifestion General sequent Regional Correctority An Quality/Nation Plegoral Correctority	As guided on all one get works. Convent sharing is gaing to the designal on 15. We shaded not be language more emerance. Les extensive places and about 15. We shaded to the language more increases and it., and offensive prospection in Contral and Face Assists. Les extensive frequency or command adout the gains for the 12th proposed as increased and appropriate places and increased and appropriate places. We need to can read for the language for interest the 25th places of the language for interest the language for	So Comment #39 Soc Comment #30 Soc Com
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53 54 56 56	Alan Serones Alan Newhold Alan Newhold Alan Serines Alan Serines	1/31/2023	McCaste Valuate-Comment from MyCaste Valuate-Comment from MyCaste Valuate-Comment from	An Quartey frome Circular change Circular change Day not widen/his build Plemate to 130 Day not widen/his build Silvary and safety Community Manifestion General sequent Regional Correctority An Quality/Nation Plegoral Correctority	As guided and all one get works. Control sharps a garget to the design of the STS the shaded and be foreigned more emerance. As a control sharps a garget to the design of the STS the shaded and be foreigned more emerance. As a control sharp of distance intensity printing with the state of the STS the shaded and the S	So Comment #39 Soc Comment #30 Soc Com
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53 54 56 56	Alan Serones Alan Newhold Alan Newhold Alan Serines Alan Serines	1/31/2023	McCaste Valuate-Comment from MyCaste Valuate-Comment from MyCaste Valuate-Comment from	An Quartey frome Circular change Circular change Day not widen/his build Plemate to 130 Day not widen/his build Silvary and safety Community Manifestion General sequent Regional Correctority An Quality/Nation Plegoral Correctority	As guided and all one get works. Control sharps a garget to the design of the STS the shaded and be foreigned more emerance. As a control sharps a garget to the design of the STS the shaded and be foreigned more emerance. As a control sharp of distance intensity printing with the state of the STS the shaded and the S	So Comment #39 Soc Comment #30 Soc Com
53 54 56 56	Alan Serones Alan Newhold Alan Newhold Alan Serines Alan Serines	1/31/2023	McCaste Valuate-Comment from MyCaste Valuate-Comment from MyCaste Valuate-Comment from	An Quartey frome Circular change Circular change Day not widen/his build Plemate to 130 Day not widen/his build Shapped safety Community Morrorises General sequent Regional Correctority An Quartey/histose Plegoral Correctority	As guided and all one get works. Control sharps a garget to the design of the STS the shaded and be foreigned more emerance. Learn advanced programmed advanced to garden for the STS separation to increase and advanced and advanced to the state of the	So Comment #39 Soc Comment #30 Soc Com
53 53 54 55 56	Asso Newton Asso Newton Asso Newton Asso Newton Asso Newton Asso Newton Association	1/31/2023	McCaste Valuate-Comment from MyCaste Valuate-Comment from MyCaste Valuate-Comment from	An Quartey frome Circular change Circular change Day not widen/his build Plemate to 130 Day not widen/his build Shapped safety Community Morrorises General sequent Regional Correctority An Quartey/histose Plegoral Correctority	As guided and all one get works. Control sharps a garget to the design of the STS the shaded and be foreigned more emerance. Learn advanced programmed advanced to garden for the STS separation to increase and advanced and advanced to the state of the	So Comment #39 Soc Comment #30 Soc Com

1					As someone who cares about the environment and reducing our carbon footprint, I believe that we need to be investing in more sustainable forms of transportation, such as public transit, biking, and walking,	Sectionment 8.3
				Public transit / Multimodal transportation	As someone who cares accord the environment and recording our carcost toughter, is between their we need to be investing in more substantials forms or transportation, such as public fartist, owing, and reasking,	See Countain 472
				Air Quality/Noise	Firstly, rurge you to consider the regative effects on our air quality that will result from this expansion. With more laines and increased traffic, the emissions from cars and trucks will only increase, worsering the air quality in our city. This has severe consequences for the health of our otterns, expecially those with respectory issues.	Sau Commint #34
				Bike/ped safety	I would like to emphasize the need for bother sidewarks and take takes in our community. These infrisotrocture improvements would make it safer and more accessible for pediatrians and cyclade to get	Sac Comment #30
				dexay ped sarrety	I would like to emphasize the med for brain showwarks and creat arises in our community. These immatrizative improvements would make it have also more accession for procedurals and options to get around, reducing our reliance on cars and promoting a healther infection.	Sau Commun 430
59	Ale De Angulo	A-rail-lates	MyCapEx Website - Comment Form	Bike/ped safety	Our house is approximately 500 feet from 1-55 between 38th streat and 32nd streat. This street connects Marker and Oberrywood (East) with Haccock and Hydo Park (Need), is an important connection between East and Wate Justin. However, this street is convery) usuals for productives and blank. Libridge and sale infrastructure for pedestrians and blanks. It lists sale indexeds protected bits leave, and storage in 1-50 mode also been only anxiety for pedestrians be also protected bits leave, and storage in 1-50 mode also been only anxiety for pedestrians be also protected bits leave. And storage in 1-50 mode also been only anxiety for pedestrians and blanks. It lists safe indexeds protected bits leave, and storage in 1-50 mode also been only anxiety for pedestrians and blanks. Also protected bits leave. And storage in 1-50 mode also been only anxiety for pedestrians and blanks. But of pedestrians and blanks. It lists safe indexed by a protected bits leave. And storage in 1-50 mode also been only anxiety for pedestrians and blanks. But of 2-50 mode also been also be	See Comment #3D
					Tames, and stop signs. TuDOT should also study and consider the pecketrian and bike safety crossing of I-35 at 39th and 1/2 street.	
				East/West Connectivity	LOOT has an opportunity here to help Audin connect EAST and NESS by improving this sheet at 1.55 and thoughtully designing a up at this interaction that has productions and bitwas in mind. A well-designed cap at this interaction should at listal thickley protected bits lines and polarities norming as well as wide and accessible sidewalds.	See Comment #20
				Air Quality/Noise	The roise and pollution from this construction would effect our health significantly,TxOOT should consider building a sound barrier before the construction starts and also plan other ways to mitigate the effects that this project could have on the people close to 1-25.	See Comment #34
60	Ale De Angulo			Do not widen/no build	MobilitySS Program Munaper Tommy Atrego,	See Comment #5
					Salaning Salangum Manager Tumoy klangu, 14 FOLK. The Mode, The Mode is the Control below and grace seed of the Mode is the Mode in the Mode is the Mode in the Mode is the Mode in the Mode in the Mode is the Mode in the Mode in the Mode is the Mode in the Mode in the Mode is the Mode in the Mode in the Mode is the Mode in the Mode in the Mode is the Mode in the	
					Ala Da Angulo	
				Reroute to 130	Let's separate intentate traffic from city traffic. Let's divert loud trods to go around our city.	See comment #3
				Public transit / Multimodal transportation	Lat's invest in public transportation, bile laines and pedestrian bridges.	Suo Comment #13
				Bike/ped safety	Let's invest in public transportation, bile laines and passestrien bridges.	Sur Dimensial #90
61	Alec Ajnsztajn	3/7/2023	Email	Air Quality/Noise	MobilityS Program Manager Tommy Arrago, As a Team or a size of position from the activities are driven by care. This project will add more write and hurt us all. We can't keep building lained Alex Ajesstaph As Team or as irragely and polition in our unbrain areas are driven by care. This project will add more write and hurt us all. We can't keep building lained Alex Ajesstaph As Team or as irragely and polition in our urbain areas are driven by care. This project will add more write and hurt us all. We can't keep building lained Alex Ajesstaph As Team or as irragely and polition in our urbain areas are driven by care. This project will add more write and hurt us all. We can't keep building lained Alex Ajesstaph As Team or as irragely and polition in our urbain areas are driven by care. This project will add more write and hurt us all. We can't keep building lained Alex Ajesstaph As Team or as irragely and polition in our urbain areas are driven by care. This project will add more write and hurt us all. We can't keep building lained Alex Ajesstaph As Team or as irragely and polition in our urbain areas are driven by care. This project will add more write and hurt us all. We can't keep building lained Alex Ajesstaph As Team or as irragely are all the al	San Comment #34
62	Alejandra Chavez			Do not widen/no build	Mobility35 Program Manager Tomory Abrego. Lam a residence of Herini County and 1 set Asserts Inspect of any trips and larg sections, a appreciate the city and it is culture through its local businesses and good use of transportation. I oppose the plans for 1.35 and I oppose the appreciation for the project. Appreciation of the County with pales would advested completion in the 1.30 pains it takes to actually friend the project.	See Comment #5
				Public transit / Multimodal transportation	Allocate those funds into public transportation to alleviate congection in 5 years and use the other 5 years to see the community benefit from that access.	See Comment #13
63	Alejandro	4,00,000	My Cap Ex	Do not widen/no build Regional Connectivity	Stop expanding highways. Support internation Transit.	See Comment #5 See comment #1
64		1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	We need high speed rail in heads	See comment #1
			Commerc Form			
65	Alejandro Olague-	2/10/2023	Email	General support	Duce Columns Bugg and Commissioners: The pay for managing that 55 mergin, Annual is not of the most congenier nother yeargement in the State of Treas, 4 in its seriously outdined readway is often called the Main Street of Treas, 4 it Treams should call for bold and decroive action to invalid mit the Collection State of the Collection State	Ser Comment 48
	Cortes	-,,	Cital		Accordingly, I am writing today to express my complate support for the NSS Capital Express Central design as proposed by TxCOT. Thenk you for your consideration of this request.	
66	Aleks Jasso	3/7/2023	Email	Do not widen/no build	Mobility35 Program Marager Tommy Abrego, I OPPOSE TIXOT's plans for 135 and I OPPOSE expansion. Aleks Jasso	See Comment #5
IĎ.	Commenter Name	Date Received	Source	Topic	Comment	Responses
	Aleesa		Var		Assaurance Burenin, with — a realter with Berkshire Mathaway. I was having a great conversation with a gentieman who used to do commercial real estate in New York. And he mentioned that three buildings. In the Bainer District last as discovered for a \$2 density which I'm not easter, sure what that means, But I'm point to look into it. The normal density is a Sector of \$2 and three there are buildings being a convention being accrossed at — in the 20s.	See Comment #8
67	ndra Bureni	2/9/2023	bal Co mm	General support	Assertion Amount, with - a retainer of Machiner Inflatives, in each requirement of any office of the contract and a state in the visit And for mentional field the inflational field in the contract and a state in the visit. And for mentional field in the contract and a state in the visit. And for mentional field in the contract and a state in the visit And for mentional field in the contract and a state of the contract	
68	Alex	3/1/2023	ent MyCapEx Website -	General support		See Comment #8
			Comment Form		Name of the middle of the contract of the cont	
					Thank you for your dedication to serving the citizens of Texas.	
					H 1-DOOT, Thanks for instarring and I neity hope that you take the voice of thousands of people in central Austin seriously, in short, we do no not went an expension of 35. We don't even went any kind of highway right in the middle of town. It is 2023.	See Comment #30
				Bike/ped safety	Name That animal by the first death fallows that the first produced the second of the second	
					money putting more lates on a cirty, loud and dangerous road.	
				Reroute to 130 Sound wells		See comment #3 1:000 conducted a trailler croise analysis in accordance with 1:001's Procedures for Analysis and Abatement of Readway Traillic house and Construction Roise (7:001, 2010s), An evaluation of existing and predicted traillic noise levels was conducted to
				Sound Heins	Toren, of an local rindge integrated arrangement	1-SOCT controlled a striff-cine analysis in accordance with 15COT 3-Procedure for Assistance for Manhary Pulfic You are of Controlled as Nation (as an algorithm of Landers) and Assistance for Assistanc
69			MyCapEx Website -			**Amery posson wegg promotors *Amery Transaction American Committee Committe
69	Alex		MyCapEx Website - Comment Form			- AMAL Exclusión Apartimenta - Placidencia es Saltito Apartimenta - Valueire Apartimenta - Valueire Apartimenta
						- Control Brook Community
						Cache and Ford Free! Cold will conduct and workshops with the property moves and residens associated with proposed rolls burries to determine whether they went further coals berries. The final decision to construct the proposed fulfill cross burries and residens associated with a proposed rolls burrier. The final decision to construct the proposed fulfill cross burriers. The final decision to construct the proposed fulfill cross burriers. The final decision to construct the proposed fulfill cross burriers. The final decision to construct the proposed fulfill cross burriers.
						ргојес оводу, силу енишког ило рошед с ргорилу омить ило знаколи месонико или и ргорских пови силии.
70	Alex Brown		MCarfy Water	Do not widen/no build	Figure 1 St. Remail: A Stemath drougstown Audio Assist Nation (Assist National Assistance of the Assistance of Stemath Assistance of Assistanc	Sau Comman #5
70			MyCapEx Website - Comment Form	SO THE WARTING DUILD	Equiriding 1-35 through downtown Audin closen? Insight the abustion. Most of the traffic is passing through carrying fining from Sain Antonio to Dallas. 1 light rail car is equivalent to 52 cars or 25 seasoning each prior corporate with another Except has been investige in pack treat to believe care season and not investige in pack in these and either. More accessable public treated - investige density in housing * one superimetry/controls—now property season increased the entire for the date of the except and business. **To be a controlled on the entire of the date of the except figure from the or business.** **To be a controlled on the entire of the date of the except figure from the order of the except for the entire of the except figure from the except from the entire of the except from the except	
				Reroute to 130	The lotation to the problem is making a loop around downtown Audin, utilize toll read 530 and invest move in public barest. Mobility55 Program Manager Tommy Arago,	See comment #3 See comment #3
		1				
71		3/1/2023	Email	Reroute to 130	have been sendented durin. The low 2011, controlly length Direct L. La sentence who is facilities with the abstract and figuration, it would not controlled to the controlled	
79	Alex De La Fuente	2/3/2023	MyCapEx Website -	General support		Sau Commut #8
		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Comment Form		Out Chairman Bugg and Commissioners: Think you for your support to address 135 through Auton in a comprehensive manner. This sheeth of highway is nationally racked as the 15th worst for buffle comprehensive through and 3d several on the second. 15th record for the 15th comprehensive through through through the 15th comprehensive through th	

73	Alex De La Fuente	2/8/2023	Email	General support	Aper Chamsen Budg and Commissioners. These are for encogning and part (1) St rough Aportion is not of the rout congenited makings separeth in the State of Ease, this secretary states and extensive substantial and extensive secretary. The contractive states are separed for the state of extensive states are separed for extensive s	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this	
					request. Alex De La Foente Sent from my Phone	
74	Alex Day			Do not widen/no build	Cenerally opposed to large scale expansion of I-35 as a solution to traffic congestion given the lack of evidence of its effectivenesd.	See Comment #5
74	Alex Day		MyCapEx Website - Comment Form			
				Reroute to 130	Would be better to reroute thru-traffic around the city.	See comment #3
			ľ	Caps/Deck Plazas	If the explanation goes through, highly encourage efforts to cover or cap the highsey in multiple areas beyond downtown including at 5.5st street to create better connections from side to side and to be necessarian these friends.	See Comment #42
					риовельну оже глапау.	
					Mobility/S Program Manader Tenney Abrody	See Province 45
					Basing\$5 Pages Manager Home; Sorge, Lance 155 Sin on Pages and Manager Home; Sorge, Lance 155 Sin on Pages and Manager Home; Sorge, Lance 155 Sin on Pages and Manager Home; Sorge, Lance 155 Sin on Pages and Manager Home; Sorge, Lance 155 Sin on Pages and Manager Home; Sorge, Lance 155 Sin on Pages and Manager Home; Sorge, Lance 155 Sin on Pages And Manager Home; Sorge, Lance 155 Sin on Pages And Manager Home; Lance 155 Sin One; Lance 155	
					the traffic prochems and it won't to the accedents. We know this from many studies showing lives adors (lesses of the adding lises doors in decrease driving time. I am less than a quarter mile from a glocosy store but wellowing to it takes me about 40 minutes because I have to cross pediatrian prohibach 35s. Why are we dividing Austinia such a hardway Wouldn't it be better to invest proposed nor making Austin safer, healthir and more environmentally findingly?	
75	Alex Elk	3/1/2023	Email	Do not widen/no build	Alax EV. Harmon 78705, Tenas 78705	
76	Alex Fernandes	2/7/2023	Email	General support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 1-55 through, Audin is one of the most composited markets yet agreemen in the 20ste of Texas. As this sensously outstand residency in often could be a controlled to the side of the sens should set off too date of decisies account to transform that in critical states for infestivations into a control state of the side of the sens should set for thoo date of decisies account to transform that in critical states for infestivations into a control state of the sens should set for thoo date decisies account to relate a decision of infestivations into a control state of the sens should set for the object of the sens should set for the date of the sens should set for the date of the sens should set for the date of the sens should set for the sens shou	See Comment #8
					Accordingly, I are writing today to express my complete support for the I-35 Capital Express Central clessign as proposed by TxDOT. Thank you for your consideration of this	
77	Alex Greenwald				M-TADOT TADOT.	See Comment #5
					An ECOST LOCIT. Adding more lessors to highways does not help traffic. It temporarily reduces congestion but in during an increases demand and then in a few years traffic is just as bad as it has always been but now with an even larger highway. Audin needs options other than chaing. We have a beautiful city full of natives. We need more ways to experience that they not down it in exhaust and noise publicion. Assort Greenwald	
				Do not widen/no build		
				Public transit / Multimodal transportation	Austin needs more alternatives to driving on highways. We need more rail lines that actually go places where people live and want to go.	See Comment #13
1	1			transportation		
	1		}	Bike/ped safety	We need better walking options, Too often pedestrians are handly given a sidewalk (if they're locky) that's right need to case gaing in excess of 40 mpth. We need for better cycling infrastructure. I blie to community as well as for exercise and the bits alread in this city event past. They well duddenly, force cyclins into the read or on to sidewalks. They are hardly maintained and see full of construction, pothniss	See Comment #30
1	1				commute ass well as for exercise and the cike laines in this city aren't great. They and sudderly, force cyclists into the road or on to sidewalks. They are hardly maintained and are full of construction, potholes and debris that make them largely unusuable.	
1	1					
1	1					
78	Alex Guzman			Do not widen/no build	MedinigS Program Marragor Tommy Afreigs, the cet and the Command Afreigs (the cet and the Command Afreigs (the Com	See Comment #5
					This exhibit is did not be a few metality is so 2000s, it is not worth the time and energy, also guzman	
			Ļ	Bublio based 111 March 111	Support public transportation	See Comment #13
				Public transit / Multimodal transportation	Angelora paraca a magaz artista	
79	Alex Harris			Do not widen/no build	MobilityS5 Program Manager Tommy Arrago. Please consider not equanding 155. Is seen in other crisis (location for example) that these expensions do not improve the underlying traffic problem and the construction will worsen in. Please consider an alternative to spending money on sameling that is only regulately effective in the best case accessed.	See Comment #5
	1				To recommend the contraction will worken in . Wester contraction will worken in . Wester contraction or contrac	
1	1			Public transit / Multimodal	Maney would be better served designing a new highway, increasing public access to transportation in the form of buses/rail systems in the city, and improved avenues within town.	Saw Correspont #13
				Public transit / Multimodal transportation		
					Dear 1-35 Capital Express Central, Re: 1-35 Capital Express Central, Draft Environmental Impact Statement	See Comment 45
					Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants,	
					Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Texas A&M Transportation Institute on the ReThin-25 and Reconnect Austin proposals.	
					Texas AM Transportation institute on the filt his AS and Reconsect Austin proposals. I think that the process to decide not to meaningfully consider these violate afternatives in the actual draft ES was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the mylist assessment to be actual or the ES was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the mylist assessment to be actual or the TTI study purporting to show the "problem" of cut through traffic in no way considered the mylist assessment to be actual or the TTI study purporting to show the "problem" of cut through traffic in no way considered the mylist assessment to be actual or the TTI study purporting to show the "problem" of cut through traffic in no way considered the mylist assessment to be actual or the TTI study purporting to show the "problem" of cut through traffic in no way considered the mylist assessment to be actual or the TTI study purporting to show the "problem" of cut through traffic in no way considered the mylist assessment to be actually assessment to be actually assessment that the problem of cut through traffic in no way considered the mylist assessment to be actually assessm	
				Do not widen/no build	the most dangerous allermative.	
80	Alex Haynes				inplies reason the State of Face in right reasonably double between makingful attenuables. Given that the rate of traffic deaths par whole miles invested are tower to local stream than 1000 facilities, this study was issued tolly a very to those the most disciplines intention. I thought the histories Environmental Protection Accepted ECOT to investing flag reasonable guide attenuables, but that appears not to have been done in this cast EED. There is done community appear for from the filt filtrickS and Recornect Autors proceed, unclude section above in discription of the section of the section and attenuables. All the section are community appears for this the filtrickS and Recornect Autors proceed and accepted attenuables, and and attenuables, and an acceptance of the section and acceptance of the section acceptance of the section and acceptance of the section acceptance of the section and acceptance of the section acceptance of the sectio	
					Recommend Austin in the ETS and TADOT Island to provide any reasonsable argument for why it retruised to meaningfully consider these attentions. Thinking but of all that TADOT is design to provide all and access and mobility options with multimodal indevotors wowen into the thrining communities of the Austin region.	
			-	Community alternatives	Please run the rigorous analysis found throughout thousands of pages of ES on the ReThink35 and Reconnect Austin proposals.	See Comment #4
				***************************************		See Comment #34
					Please don't opport the road much. There are way too many people he'ng in Audin rook. The city is being rained. But do grant of the constant merging as the road spits and connects several time. The gitting causes backups when the sides are forced to region again. Cut rid of the exists around 6th street. To hell with those drunks. They shouldn't be getting on the highing after or driving.	Data Contribution 2-24
1	1				on the highway after drinking. Create special lares for the trucks that keep taking over the roads. Have them keep to one side, and eliminate most of the exits so there isnt so much merging. And most importantly, get rid of those giant lights yhat you can see for miles! They're	
1	1			Air Quality/Noise	horizha. Please consider the people who live have more than the business interests that thirst they are in charge.	
81	Alex Lamb		VOH			
	1					
	1				1	
1	1		Ī	Sound wells	And the highway is so deren NOSY. Please put up tall walls on the ables of the highway to contain the sound and force it upwards.	See Comment #69
				Do not widen/no build	Mobility35 Program Manager Tommy Atrogo, This expansion proposal is so wrong for our city in so many weys	See Comment #S
					I may separation proposes in so wrong not cur city in so makiny weys	
ID.	Commenter Name	Date Received	Source	Topic	Promet	Secones
					Instead of expending a highway that cuts through prime real estate in our city we should spend more money routing traffic away from the city's contex and instead focus on cap and sitch projects for IDS	
82	Alex Larson			Reroute to 130		See correnat #3
				Caps/Deck Plazas	we should spend more money routing traffic away from the city's center and instead focus on cap and strict projects for ISS	Sae Correnant #42
				Bike/ped safety	Our city will only become more car dependent if we expand the infrastructure that makes living here so unfriently to pedestrians and bivers.	See Comment #30
83	Alex Love	1/24/2023	MyCapEx Website - Comment Form	Regional Connectivity	I would appreciate more resources be directed to the plans for the commuter rail. It would alleviate traffic more efficiently (flocally and environmentally) and give people without a personal vehicle a reliable way to bravel.	See comment #1
1	1		Comment Form		way to travel.	
				Fast (West Connectivity	Description of the second	Sur Connect #10
				Ease/was: Connectivity	Described of the contraction. As Theorem Months of the contraction of	
					Per never covered a cast : 1 sty heaving on putter transmit and, significally, on walking to get where I need to go, And without a doubt, the most difficult trips are where I need to go, the commit place if never the commit place is not a weekend transmit to make the property of the commit place is not a weekend transmit as where to go, then wither were there for a traific light to change or, if there	
					isn't one, just dash across the frontage read when a car sin't coming.	
84	Alex Meed					
					1.55 Societ tool like a well, but gradically, it is one. Everyone uses the roads, but not everyone has a car. We need an 1.55 that works not just for drivers, but also for cyclosis, pedestrians, transit users, societie users, and debes, Right now it doesn's and the adorded class instructive visions for more it. Were used for gradient, demand control without a more standard SV, are used on harder but and adorded class instructive visions for more it. Were used for gradient, demand control without productive control of harders but and adorded class in the adorded class in	See Comment #3
				Recial Justice	more laines to cross, more layers of the wall. 135 has long been a scier on the Audit urban orthogope, a vestiga of scient redining. And a sent of several activities during the control of the self. 135 has long been a scier on the Audit urban orthogope, a vestiga of scient redining. And a sent of several activities during the control of the self. 135 has long been a scier on the Audit urban orthogope, a vestiga of scient redining. And a sent of several activities during the control of the self. 135 has long been a scier on the Audit urban orthogope, a vestiga of scient redining. And a sent of several activities during the control of the self. 135 has long been a scient on the Audit urban orthogope, a vestiga of scient redining. And a sent of several activities during the self-section of the self	
					SE committee has with, for procious, for some furgrows can be created, but on exception to accept to example and the first of the committee of	
85	Alex Reynolds					Saw Comment #30
	,				We food: Toots: The case have beliefed this expansion is supporting unsustainable, perclotum heavy transport of goods on 1-35. As a bike commuter, getting across 35 is already incredibly unsules. This change will only worken options for waiting and riding expectably a large versus (DOR studies), recoop areas, Waterborg premaying and built without any truly accessible makes to access them safely. Also Reputable.	
	1			Bike/ped safety	Abox Regrides	
1	1					
	1		ľ	Community alternatives	Please consider more people first options as laid out in reconnect Austin and rethink35 to better serve the people of Texas and stop prioritizing businesses over humans	See Comment #4
					ModifySS Program Manager Tomay Acade. ModifySS Program Manager Tomay Acade. Modify SS Program Manager Tomay Acade. Modify SS Program Manager Tomay Acade SS Modify	See Comment #S
					Helia, my name is Alex Shussider and life in Astati. I am writing in opposition to TAOO's 135 expansion plans and my support of participations such as Project Connect. Equationing (35 will not and has not solved the traffic problems, and will at best waste billioning of our trappayer desire. If 35 has to be both a city of worst and an interstate billioning which too for incloses of our trappayer desired individual for solven would be an interstated billioning displayer, to two formore will always each other. The more important but browned existent to Bellioning and the solven and the	
					pariet, particularly rail transit. Investing in our infestructure has only gotten on despor and despor into staffic issues and expensive maintains maintains can be provided in a staffic in sea or infestructure. In a continual display in a charge and despor into staffic issues and expensive maintains maintains and in a continual display in a charge and in a charge	
				Do not wider/no build	all has facing. If It were possible and safe for me to do so I would gladly walk, bits, or ride the train where I needed to go, I would look favorably towards representatives who would oppose this highway expansion and implement butter solutions. Also The American Section 1 is a sec	
86	Alex Schuessler			Do not widen/no build	all hade facing. If it were possible and safe for me to do so I would gladly walk, bits, or ride the train where I needed to go. I would block forestly towards representatives who would oppose this highway expansion and implement better solutions. Also Schoolster	
86	Alex Schwessler				Alex Schoolder	
86	Alex Schuessler		-	Do not widen/no build Reroute to 130	Alex Schoolder	Se annec(4)
86	Alex Schwessier		-		Alex Schoolder	No connect 4'S

87	Alex Shawver			Do not wider/no build	ModilityS Program Managor Tommy Abrego, 19 yali,	See Comment #5
					I'm Ale, and I live in a big may apartment complex right on 155 and 32nd street. I moved have from Dallas where one of my favored in the Ara Storics and Kildy Warren Park, which is a capped highway, I might not know all the instance of the complex regions and the complex regions are complex regions.	
					In Mark, and In the min a long own appartment complex right on 15 and and 25 this better. I record that where one of they become believe to the 18 A 450 charts and Knybe Wherein Plank which in a copport follows: I record that where one of they become because the 18 A 450 charts and Knybe Wherein Plank which in a copport follows: I record that where one of the 18 A 450 charts and Knybe Wherein Plank which in a copport follows: I record that where one of the 18 A 450 charts and Knybe Wherein Plank which in a copport follows: I record that where one of the 18 A 450 charts and Knybe Wherein Plank which in a copport follows: I record that where one of the 18 A 450 charts and Knybe Wherein Plank which is an object for the 18 A 450 charts and Knybe Wherein Plank which is an object follows: I record that the 18 A 450 charts and Knybe Wherein Plank which is an object follows: I record that the 18 A 450 charts and Knybe Wherein Plank which is an object follows: I record that the 18 A 450 charts and Knybe Wherein Plank which is an object follows: I record that the 18 A 450 charts and Knybe Wherein Plank which is an object follows: I record that the 18 A 450 charts and Knybe Wherein Plank which is an object follows: I record that the 18 A 450 charts and Knybe Wherein Plank which is an object follows: I record that the 18 A 450 charts and Knybe Wherein Plank which is an object follows: I record that the 18 A 450 charts and 18 A 450 cha	
					I marris not you'r constantation: Alax Shawer	
				Business/Residential Displacement	My flavorite restaurant is Teoperia Los Altos which will be demolished if the expansion goes forward as planned.	See Comment #21
				DOSINES/ NESDELOS DISPACEMENT	пор интелня завишения на повремена дом годом интелня или не оченивлениями и из подавляется доми политие.	See Commission 5.5
88	Alex Verdugo			Do not widen/no build	Ne ToOT ToOT, Hy yill, I which havinedly oppose the growth of USS. SS operation will make Auditor hear apposed of USS. SS operations will make Auditor hear apposeding and further driver drown down economic growth. Also Verbugo	See Comment #5
					135 expansion will make Austin less appealing and further drive down economic growth. Alex Verdugo	
				Racial justice	As we know, this highway has historically destroyed communities of color in East Austin and will further perpetuate the equity divide that was initiated decades ago.	Sac Comment #3
				Bike/ped safety	This will discourage cycling and waiking through the Austin Metropolitan Service Area,	See Comment #30
				Air Quality/Noise	It will exacerbable pollution, and is a short term solution to the our aging infrastructure. Expanding highways is not the solution as our climate changes, and implicitly requiring people to own cass to simply get around makes our accessibility worse.	See Comment #34
				Community Alternatives	Let us support initiatives that RethrinGS and provide walkable solutions that will keep the oly thriving economically.	See Comment #4
89	Alex Zhu	\$10,000	VOH	Do not widen/no build	The expansion of (35 is a band-aid solution to the traffic congestion Austin sees.	See Comment 45
				Public transit / Multimodal	The primary reason truffic gets so congested is because of the lack of available public transit options, forcing many people to drive around the city instead of skiling alternatives such as a train or bus.	See Comment #13
				transportation		
				Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	See Comment #5
20	Anna Lunu			DO NO. WIGHTY TO DUTIE	particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of fnewsy semovals, and its traffic modeling is flawed. Alexa Lund	See Constants 92
					ARRI LUTO	
				Latent/Induced Demand	TxOT's process in this project is flaved: It ignores induced Demand, construction impacts,	See Comment #18
				Bike/ped safety	Focus of pedietrian safety and add more waiting areas!	See Comment #30
					Dear Chalmain Bugg and Contribionnes:	See Conversant #8
					Thank, you for recognizing that LSS through Austin is one of the most congested readway segments in the State of Texas. As this seriously conditate readway is often called the Main Street of Texas, all Texas should call for bold and decisive section to prandform this critical section of militarycture into a neadway that will accommodate the regist and immerse growth we are operationizing in our gas self-and incident growth or consideration of the requirement of this request.	
91	Alexa Roland	2/14/2023	Email	General support	Accordingly, I am writing today to express my complete support for the 1-95 Capital Express Central design as proposed by TyDOT. There's you for your consideration of this request.	
92	Alexa Smith				MobilitySS Program Munager Tommy Abrego,	See Comment #5
					About \$5.0 Any page hat being a favour \$1000. This Side operation project and of the second of the second of the poper rooms. Earn though converting in an inact not with my parents, commade to UE and operat most of my day waiting \$1000, according and saling public transportation control about \$1.0 the second of the second	
				Do not wider/no build	ights carpos at least fine days a week and most days is an there well after the lest train or has beened but to maint drock on ordining move of doors 35 to campus is not usually an option. The community more control of did with traight is at all times of days and their sold of the sounded. The other where the receiver the three some eight event of their account of the control of the sounded. The other where the receiver the three some eight event times are controlled and ordining the control of the sounded. The other controlled and the sounded the sounded the other controlled and the sounded the other controlled and the sounded the sounded the other controlled and the sounded the sou	
					account the actual needs of residents.	
				Pacial justice		Sectionment 83
					The construction of (35 furthered segregation in austin and an expansion of it is just further supporting the already extensive damage (35 has done to austin and its surrounding communities.	
				Bike/ped safety	In the future, I hope my commute will look different because my city has provided funding to public transportation and made it more accessible. I do not want my commute to look different because I am now sitting in 10 lanes of traffic instead of 4.	See Comment #30
				Public transit / Multimodal	I want austin to become a city that is well connected through public transportation.	See Comment #13
				transportation		
				Community Alternatives	Rethink35's plan is an atternative I support to benefit the general public more.	See Comment #4
93	Alexander Mallett			Do not widen/no build	MobilitySS Program Manager Tommy Abrego,	See Comment #5
					Are you mad? Norry (nome from a backstrown where are trained to rentime cars, where nonsitive	
					Are you must 'Compare from a background where are trying to reduce care, where possible. Story, Come from a background where are trying to reduce care, where possible. Nave from you immed knowledge, if you widon a motorway in some places, or for you Americans BYTERSTATE, then the congession just moves further along. Nature are not a mean execution of the processor was considered and an area of the processor	
					Any gas mater in the Subgraph of where are trying its relation state, where you makes it is a subgraph of the search trying its relation state, where you make its relation in the search trying its relation in the search produced for the year desired from the search produced for the year desired from the search produced from the year of years o	
					Takening Singups through Training Straigs. Barry Costor Share Sandage of Security Straigs. Barry Costor Share Sandage of Security Straightfor Annices can, where passible. Barry Costor Share Sandage of Security Straightfor Security Straightfor Security Straightfor Security Straightfor Security Security Straightfor Security Straightfor Security Securi	
					As you made in the hadingtoned where an interface come, where you provides, the control of the provides of the control of the	
					Any goo made; The as badging and where are to hypig to surface soon, where you make, and the property of the	
					As you made to the sharpened where are through the date of the sharpened o	
				Public transit / Multimodal	Case in Secure of a public trapport project that seed in the seed for this, such as disdipated bus seed to old planny times. It is subdised to their dirt of this chinals, pur intended, to their that it is most	Ton Continuer #13
				Pubsic bransk / Multimodali bransportution		See Convent #13
				Public trainel / Multimodal transportation Ast Quality/Soise	Case in Secure of a public trapport project that seed in the seed for this, such as disdipated bus seed to old planny times. It is subdised to their dirt of this chinals, pur intended, to their that it is most	See Content #13 See Content #15
04	Alagandas Navor-	1/18/2013	Errol	transportation Air Quality/Noise	has in Second of a pulic changed project that would relieve the weed for this, such as dedicated has lones to cid journey times. It is believes to thisis of in this climals, pur intended, to thise that it is much subdept for more send. More can means more pulliform reverse more death?	Sea Comment 654
94	Alexander Novctry	1/18/2023	Email	transportation	Facts former of a public transport project that would refer the reed for this, such as dedicated has lead to tel purery times. It is believed to this climate, pur intended, to three that it is most writing for the continue, purposed for the climate, purposed for the climate, purposed for the climate, purposed for the climate it is most discovered for the climate in the climate is the climate in the climate, purposed for the climate, purposed for the climate it is most discovered for the climate is the climate in the climate is the climate in the climate is the climate.	See Communi 634 See Communi 68
94	Alassandar Novctrry	1/18/2023	Email	transportation Air Quality/Noise	Fam in favour of a public transport project that sead rather the need for this, such as dedicated that larns to cod guinny times, it is fulfaces to thisse of in this clinian, pur intended, to thisse that it is more in soliday. The need to this think that it is an amount in deep to more cased. More can make more publication makes more deapth? See 2000 for this publication makes more deapth? Fam writing failing in appointion to the 135 Equination is a part deamtonic habits to load more beautiful and appoint more mode of themself among a more deapth or the control of th	Sea Comment 654
94	Alexander Novdry	1/18/2023	Ernali	transportation Air Quality/Noise	The not became of a public transport project that model which the send for this, such as dedicated has break to said purely break. It is believed to these of in this official, puri standard, to this that it is asset to design for more soul. **More case cases—none publication reasons more departally **Send 2005 for this pulse, this work project is was improved a public of deem feature. **Send 2005 for this pulse, this work project is was improved a public of deem feature. **Face virtually are apposition to the 3.55 feature. It was discontinuous features. **Face virtually are apposition to the 3.55 feature. It was discontinuous features. **Face virtually are apposition to the 3.55 feature. It was discontinuous features. **Face virtually are apposition to the 3.55 feature. It was discontinuous feature. **Face virtually are apposition to the 3.55 feature. It was discontinuous feature. **Face virtually are apposition to the 3.55 feature. **Face vi	See Communi 634 See Communi 68
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94	Alexander Novchry	1/18/2023	Ernal	transportation Air Quality/Noise	The not became of a public transport project that model which the send for this, such as dedicated has break to said purely break. It is believed to these of in this official, puri standard, to this that it is asset to design for more soul. **More case cases—none publication reasons more departally **Send 2005 for this pulse, this work project is was improved a public of deem feature. **Send 2005 for this pulse, this work project is was improved a public of deem feature. **Face virtually are apposition to the 3.55 feature. It was discontinuous features. **Face virtually are apposition to the 3.55 feature. It was discontinuous features. **Face virtually are apposition to the 3.55 feature. It was discontinuous features. **Face virtually are apposition to the 3.55 feature. It was discontinuous feature. **Face virtually are apposition to the 3.55 feature. It was discontinuous feature. **Face virtually are apposition to the 3.55 feature. **Face vi	See Communi 634 See Communi 68
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94	Assender hosetry	V18/2023	Ernai MyCagé: Website Commerc Form	transportation Air Quality/Noise General support	The not became of a public transport project that model which the send for this, such as dedicated has break to said purely break. It is believed to these of in this official, puri standard, to this that it is asset to design for more soul. **More case cases—none publication reasons more departally **Send 2005 for this pulse, this work project is was improved a public of deem feature. **Send 2005 for this pulse, this work project is was improved a public of deem feature. **Face virtually are apposition to the 3.55 feature. It was discontinuous features. **Face virtually are apposition to the 3.55 feature. It was discontinuous features. **Face virtually are apposition to the 3.55 feature. It was discontinuous features. **Face virtually are apposition to the 3.55 feature. It was discontinuous feature. **Face virtually are apposition to the 3.55 feature. It was discontinuous feature. **Face virtually are apposition to the 3.55 feature. **Face vi	See Communi 634 See Communi 68
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	Mesander Pasch	U-8/2023	MyCapEx Website - Comment Form	Benepartation All Quality/Fassur General support Do not widen/to build Do not widen/to build Public Search / Mullimobal Benepartation	Fact in forcing of a public transport project that would refer the need for this, such as identicated has leave to rid purely prime. It is buildness to this of in this climate, by this data is a purely remainded by the need to the need to the purely remainded by the need to the nee	See Communi #53 See Communi #53 See Communi #53
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95	Alexander Pasch Alexander Tedford Barcley		MyCapEx Website - Comment Form	Baneportation All Quality/Fasture General support Do not widen/no build Public yeard / Multimodal Baneportation All Quality/Fasture Do not widen/no build	The rest of a policy transport proper that would raise the sead for this, such as declarated but larres to risk journey times, it is subtract to thisse of in this chinase, puri identical, to this that it is arrest. The sead of the rest of the policy times control qualified in the control of the control o	Sea Comment #3 S
96	Mesander Pasch		MyCapEx Website - Comment Form	bereportedos Al Quality Palaine General support Do not widen, no build Public branck / Mullimodal branchistor An Quality Palain An Quality Palaine	Fact in forcing of a public transport project that would refer the need for this, such as identicated has leave to rid purely prime. It is buildness to this of in this climate, by this data is a purely remainded by the need to the need to the purely remainded by the need to the nee	See Communi #53 See Communi #53 See Communi #53
96	Alexander Pasch Alexander Tedford Barcley		MyCapEx Website - Comment Form	Benepatation All Quality/Posses General support Do not widen/no build Public transet / Multimodal waterpartition All Quality/Posses Do not widen/no build All Quality/Posses Do not widen/no build	Facinities for an addition transport project that soud raise the read for this, such as additional has less to adjustments, it is belongs to their order. It is belongs to their orders, pur intended, to thrist that it is present. Takes 1000 for this plant. The only private immens more desail? Takes 1000 for this plant. The only private immens more desail? Takes 1000 for this plant. The only private immens are desail? Takes 1000 for this plant. The only private immens are desail? Takes 1000 for this plant. The only private immens are desail? Takes 1000 for this plant. The only private immens are desail? Takes 1000 for this plant. The only private immens are desail. Takes 1000 for this plant. The only private immens are desail. Takes 1000 for this plant immens are desailed to this plant immens are desailed and an additional of this plant immens are desailed and an additional of this plant immens are desailed and additional of this plant immens are desailed and additional of this plant immens are desailed and addi	Sea Connect 643 Sea Connect 645 Sea Connect 646
96	Alexander Pasch Alexander Testend Banding Author	1/26/2023	MyCapEx Website - Comment Form	Baneportation All Quality/Fasture General support Do not widen/no build Public yeard / Multimodal Baneportation All Quality/Fasture Do not widen/no build	The rest of a policy transport proper that would raise the sead for this, such as declarated but larres to risk journey times, it is subtract to thisse of in this chinase, puri identical, to this that it is arrest. The sead of the rest of the policy times control qualified in the control of the control o	Sea Comment #34 Sea Comment #4 Sea Comment #4 Sea Comment #43 Sea Comment #35 Sea Comment #35 Sea Comment #35 Sea Comment #36 Sea Comment #36 Sea Comment #36
96	Alexander Pasch Alexander Tedford Barcley	1/26/2023 ***********************************	MyCapEx Website - Comment Form	transportation An Quality/festive General support On rest widen/no build Public trainer/, Multimodul stransportation An Quality/festive Do not widen/no build An Quality/festive An Quality/festive An Quality/festive	There is the control of a policy benefit of a policy benefit of the control of a policy benefit of the control of a policy benefit of the control of the con	Sea Communi 534 Sea Communi 53 Sea Communi 544 Sea Communi 544
96	Alexander Pasch Alexander Testend Banding Author	1/26/2023	MyCapEx Website - Comment Form	Benepatation All Quality/Posses General support Do not widen/no build Public transet / Multimodal waterpartition All Quality/Posses Do not widen/no build All Quality/Posses Do not widen/no build	There is the control of a policy benefit of a policy benefit of the control of a policy benefit of the control of a policy benefit of the control of the con	Sea Connect 643 Sea Connect 645 Sea Connect 646
96	Alexander Pasch Alexander Testend Banding Author	1/26/2023 ***********************************	MyCapEx Website - Comment Form	the report tion An Quality Prisine General support On rest widen, his build Public trainst, Malarimodal Service Strainst, Malarimodal Service Strainst, Malarimodal De rest widen, his build An Quality Prisine De rest widen, his build An Quality Prisine	The residence of a patic transport proper that mode with the send for the, such as deducted has been to say, any analysis of the following for mode of a thick change of the residence of the res	Sea Connect 643 Sea Connect 645 Sea Connect 646
96	Alexander Pasch Alexander Testend Banding Author	1/26/2023 ***********************************	MyCapfic Website Commert Form MyCapfic Website Commert Form Source Email MyCapfic Website MyCap	the report tion An Quality Prisine General support On rest widen, his build Public trainst, Malarimodal Service Strainst, Malarimodal Service Strainst, Malarimodal De rest widen, his build An Quality Prisine De rest widen, his build An Quality Prisine	The residence of a patic transport proper that mode with the send for the, such as deducted has been to say, any analysis of the following for mode of a thick change of the residence of the res	Sea Connect 643 Sea Connect 645 Sea Connect 644
96 96 97	Researche Petech Researche Teelford Backley Assessed Aufber Contracted Nation Assessed Nation	1/26/2023 	MyCapEx Website Comment Form MyCapEx Website Comment Form Source Email	Description All Quality/finance General support On not widen/no build De not widen/no build Public brand / Multimobal brangeration All Quality/finance On not widen/no build All Quality/finance Shouped widen/ Topic General support	The residence of a patic transport proper that mode with the send for the, such as deducted has been to say, any analysis of the following for mode of a thick change of the residence of the res	Sec Connect #34 Sec Connect #4 Sec Connect #
95 96 98	Researche Petech Researche Teelford Backley Assessed Aufber Contracted Nation Assessed Nation	1/26/2023 	MyCapfic Website Commert Form MyCapfic Website Commert Form Source Email MyCapfic Website MyCap	Description All Quality/finance General support On not widen/no build De not widen/no build Public brand / Multimobal brangeration All Quality/finance On not widen/no build All Quality/finance Shouped widen/ Topic General support	The service of a public prospect page that mode into the seed for this, such as indicated has leave to rid purely bless, it is bullbrown to thisse of in this critical, puri intended, to three that it is executed to design for more care. The service of the purely the well provided in the service of the se	Sec Connect #34 Sec Connect #4 Sec Connect #
95 96 97 98	Alexander Plasth Assander Vallore Backley Assander Author Commenter Name Assander Bione Assander Bione	1/26/2023 Data Statuted 1/3 1/2023 2/6/2023	MyCapE+ Website - Commert Form MyCapE+ Website - Commert Form Source - Ernal MyCapE+ Website - Commert Form	Brangertation All Quality/Fosiale General support On not widen/no build Public transet / Multimodal waterpartation All Quality/Fosiale On not widen/no build Control widen/no build All Quality/Fosiale Do not widen/no build All Quality/Fosiale All Quality/Fosiale Do not widen/no build All Quality/Fosiale Do not widen/no build General support	The residence of a patic transport proper that mode with the send for the, such as deducted has been to say, any analysis of the following for mode of a thick change of the residence of the res	Sea Connect #34 Sea Connect #35 Sea Connect #3
90 90 97 98 99	Assender Peach Assender Teelford Banday Assender Author Commenter Name Assender Boone Assender Boone Assender Boone	1/26/2023 Data Statuted 1/3 1/2023 2/6/2023	MyCagEx Website Comment From MyCagEx Website Comment From Ernel MyCagEx Website Ernel	the reconstruction And Quality Prisonal Connect evaluate the prisonal and an advantage of the prisonal and an advantage of the prisonal and advantage of the prisonal and advantage of the prisonal and prisonal and prisonal and advantage of the prisonal and prisona	The rest of a public program project that much send for this, such as indicated has leave to rid jurray times, it is bulbrown to thisse of in this critical, you intended, to think that it is execut the design for more care. The rest of this public program to the send of public manner or design of the public program to the send of the public program to the public program to the send of the public program to the	Se Connect #3 Se Connect #3 Se Connect #40
95 96 97 98	Alexander Plasth Assander Vallore Backley Assander Author Commenter Name Assander Bione Assander Bione	1/26/2023 Data Statuted 1/3 1/2023 2/6/2023	MyCapE+ Website - Commert Form MyCapE+ Website - Commert Form Source - Ernal MyCapE+ Website - Commert Form	Barregeriation All Quality/Posture General support Do not widen/no build Public transet / Multimodal Transportation All Quality/Posture Do not widen/no build All Quality/Posture All Quality/Posture Do not widen/no build Barrygeriation Connect support General support General support Do not widen/no build Do not widen/no build	The rest form of a policy to support proper that bead in the search or this, such as declarated but larres to risk journey times, it is luctionar to tribed of in this orinate, puri identical, to this that it is assert. Where you was a search more policial means more deposited. Where you was a search more policial means more deposited on the proper policial means are policial policial means a	Sec Comment 513 Sec Comment 53 Sec Comment 63 Sec Comment 64 Sec Comment 64 Sec Comment 65 Sec C
90 90 97 98 99	Assender Peach Assender Teelford Banday Assender Author Commenter Name Assender Boone Assender Boone Assender Boone	1/26/2023 Data Statuted 1/3 1/2023 2/6/2023	McCapif. Website Commert Form McCapif. Website Commert Form McCapif. Website Commert Form McCapif. Website McCapif	Beregertation An Quality Relate General export On red widen, his baild Public street, McGirrockal Public street, McGirrockal Servery McGirrockal De red widen, his baild An Quality Police De red widen, his baild An Quality Police General export General export On red widen, his baild De red widen, his baild On red widen, his baild De red widen, his baild	The residence of a policy transport proper that mode which the send for the, such as deducted has break to led journey break, it is believes to those of in this climate, you manufact, to this that it is executed to design for more and another than the send of the send o	See Comment #3 See Comment #4 See Comment #4
99 90 97 99 99	Assender Peach Assender Teelford Banday Assender Author Commenter Name Assender Boone Assender Boone Assender Boone	1/26/2023 Data Statuted 1/3 1/2023 2/6/2023	McCapif. Website Commert Form McCapif. Website Commert Form McCapif. Website Commert Form McCapif. Website McCapif	Barregeriation All Quality/Posture General support Do not widen/no build Public transet / Multimodal Transportation All Quality/Posture Do not widen/no build All Quality/Posture All Quality/Posture Do not widen/no build Barrygeriation Connect support General support General support Do not widen/no build Do not widen/no build	The rest form of a policy to support proper that bead in the search or this, such as declarated but larres to risk journey times, it is luctionar to tribed of in this orinate, puri identical, to this that it is assert. Where you was a search more policial means more deposited. Where you was a search more policial means more deposited on the proper policial means are policial policial means a	Sec Comment 513 Sec Comment 53 Sec Comment 63 Sec Comment 64 Sec Comment 64 Sec Comment 65 Sec C
99 90 97 10 99	Assender Peach Assender Teelford Banday Assender Author Commenter Name Assender Boone Assender Boone Assender Boone	1/26/2023 Data Statuted 1/3 1/2023 2/6/2023	McCapif. Website Commert Form McCapif. Website Commert Form McCapif. Website Commert Form McCapif. Website McCapif	Barreportation All Quality/Poster General support Do not widen/no-baild Public transet / Multimodal waterportation All Quality/Poster All Quality/Poster Do not widen/no-baild All Quality/Poster Do not widen/no-baild	The residence of a policy transport proper that mode which the send for the, such as deducted has break to led journey break, it is believes to those of in this climate, you manufact, to this that it is executed to design for more and another than the send of the send o	See Comment #3 See Comment #4 See Comment #4

102	Alexandra Smither	3/7/2023	Ernail	Do not wider/no build	Nation(\$5 Program Manager Transmy Alongs. My cases as Support Transmy Alongs. My cases as Support Transmy Alongs. My cases as Support Transmitting in self-support Transmy Alongs. My cases as Support Transmitting in self-support Transmitting Support Transmitters (Support Transmitting Support Transmitting Support Transmitting Support Transmitting Support Transmitting Support Transmitters (Support Transmitting Support Transmitting Support Transmitting Support Transmitters (Support Transmitting Support Transmitting Support Transmitters (Support Transmitters Support Tran	See Commune 45
103	Alexandria De Luna	1/20/2023	MyCapEx Website - Comment Form	Do not widen/no build	Quit expanding 35 and give us an efficient rail system! efficient public transportation or bust FLCX THE EXPANSION OF 135	See Comment #5
104	Alexandros Kinalidis			Do not wider/no build	to hoo'r hoo'r. Add Find the second of 55 many, describes have not help one hold, po here to be will general year on intention and they in hed describe of secondary beginning to prove most of dearn have a single congestion insea. Come agricultural for larger time, Carry time is whit in this connective exeming a region and the adoption of 36 is complete disaster. So before, use the host part of year form. One, went to valid a connective includes you can be connected included in the connective and the connective includes and th	Sea Connected #5
				Public transit / Multimodal transportation	That money should be used to bodd train fines and bike lanes and improve existing car infrastructure.	Sea Comment #13
105	Alexia Angelides			Do not widen/no build	Making Singups Makings Transprings. The property of the prope	See Contract 65
				Community alternatives	Nam in support of a public transifiest approach, and in support of the Rethink35's proposal.	See Comment #4
				Air Quality/Noise	highway expansions DONT work. They worsen congestion (as we saw with the Kelly Freeway), air noise and water pollution	See Corment #34
				Latent/Induced Demand	160Th process in the project in Stewed It ignows induced Demand, construction impacts, particulate matter publicate inverse water, the failure of airmst all highway expensions, the success of freeway necessars, and in ter	See Comment #18
106	Alexis		MyCapEx Website - Comment Form	Do not wider/no build	And the Temporature Law and English (2005-200), recome the accession of 3.55 things protein for Law (1, stopes proposal colored 2.6 but fails (recome all the law on experience procurate froming a procession of the law of the accession of the law of th	Se Connect #5
				Climate change	Car travel in stready car dense areas like Central Austin is counter to environmental initiatives needed to combat dimate change.	See Comment #51
107	Alexis Amerison			Do not widen/no build	Making Singues Manager Tensors Society. In an indicated the second of the control of the contro	See Comment #5
				Business/Residential Displacement	Expanding (35 will negatively affect housing and businesses near the highway, much of which is already considered to be low-income housing.	Sue Comment #21
108	Alexis Benitez	2/10/2023	Email	General Support	Our Claims Registed Commissioners. This plant of English Associated Processing States and the react congolish readers segment in the State of Team. In this embody cubinder readers you offer collect for Main State of Team, all Teams should call for total and decoive decorated the state of the State of Team of Teams and the State of Teams and	Sax Comment of B
109	Alexis Herzog	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Audin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often confident that Main Street of Texas at Texas	See Commant #8
					Our Clauma Bigg and Communications. This put for recipioning facility 55 froming Audition areas of the most congenitate cardinary assessment in the State of State. As in American, adultation cardinary assessment in the State of State. As in American, adultation cardinary assessment of the State of State. As in American, and obtained cardinary assessment of the State of State. As in American, and obtained cardinary assessment of the State of State. As in American, and obtained cardinary assessment of the State of State. As in American, and obtained cardinary assessment of the State of State. As in American as in complete deposit of the State of State. As in American as in control of the State of State. As in American as in control of the State of State. As in American as in control of the State of State. As in American as in control of the State of State. As in American as in control of the State of State. As in American as in control of the State of State of State of State. As in American as in Computing the State of State	
110	Alexis Kraus			Do not widern/no build	To state in the opposition of an entire give SHEMENT speed were sequenced and control facilities in control speed protest and facilities and the sequence promosals froming between a control facilities and the sequence produced for the sequence produced	Soc Contracts 65
				Business/Residential Displacement	Any plan that displaces hundreds of homeowness and businesses, and causes 600+ people to lose their jets ingendess of if you think you can replace them - you really cent do so in the same neighborhook.)	See Comment #11
				Climate change	Specific plans in [plans; in Texas, expelient, will encourage and tower in an environment that is more suitable for bus and twen towers, Car bowel in already are dense areas like Central Austin is counter to environmental influsions received to combat climate change.	See Comment #55
111	Alleris Levin			Do not wider/no build	Making 15 Regions Manager Tramps rising an expose of the property formation and the property formation	Sea Contract #5
				Business/Residential Displacement	This pion includes 10 years of conduction which will seemly requirely project Towar drivers and displace businesses and recolors for an unrecossary highway expension that is severely feemed and actively grown the historic failure that has been highway expensions.	See Comment #21
112	Alfonso Lucio	2/8/2023	Email	General support	has Channe high part Commissioners. Next, more in recipioning that I SS frough duty is now of the recipional making supposed in the State of Feor, 4 is no written) and build making on the ordinary of the contraction of the state of Feor, 4 is now serviced and 5 is now serviced and the state of Feor, 4 is now serviced and t	Sea Contract # 8
113	Ali	1/26/2023	MyCapEx Website - Comment Form	General support	Date Chairma Deglar of Commissioners. The lay on Eye or support to indexes 155 through facility in a comprehensive more. This exect of highway is nationally resided as the 15th worst for traffic competition and 54 worst in the state. 155 through facilities is evided for transport of the commissioners in the state. 155 through facilities is evided in commissioners in the commissioners of the commissioners of the state. 155 through facilities is evided in the commissioners of the commissioners of the state. 155 through facilities exceed a state of the state 155 through facilities exceed a state of the state. 155 through facilities exceed a state of the state of	Sac Contracts #3
114	Ali Bagheri	\$-10 men		East/West Connectivity	We factor factor; It was just east of 35 in Window Park, toke from my house into Week Austin other, and there are very fee safe crossings-one is at \$5. After and the next is at \$5.00. East-west crossings should be at least every \$1.4 mile.	See Comment #20
				Air Quality/Noise	Expansion will worsen traffic and I am particularly concerned with the worsening air quality near i-35 that affects me and my 6 year old daughter.	See Comment #34
				Community Alternatives	I near community alternatives to expension to the considered, like those that Recornect Austin and Retrins 35 have proposed. Makkind & Dancon Manager Tomas Steam.	See Comment #4 See Comment #5
115	Ali Bagheri			Do not wider/no build	Mobility Shapes Makage Thomps Yong, and the Conference of the Conf	sac Communic 5
				Community Alternatives	I am FOR the Rethirk35 proposal, and redesignating another highway such as SH.130 as an interstate.	See Commant #4
116	Ali Broom	2/22/2023	Email	General support	Sect Claims thing and Commissioners. When the Property of the Commissioners are set of the Commissioners and the commissioners are set of the Commissioners and the Commissione	See Comment #8
10	Commenter Name	Date Received	Source	Topic	Comment Page Page of Comments and Comments	Responsés San Comment #8
11/	Ali Dossan i	1/12/2023	Email	General support	Not Cleame higg and Commissioners. That yes for employing the 15 St Frengh Andre is see of the not compand coaleys agreement in the State of Fase. As it is an invasion political reaches as the coale of Fase. As it is an invasion political reaches as the coale of Fase of o	on Continues

118		1/16/2023	Email	General support	Osar Chairman Bugg and Commissioners: Their you for recognizing that 135 through Audin is or and the most congulant readows purporate in the State of Fease. As this seriously addited melatway is officed until the New State	Son Comment of B
				Caps/Deck Plazas	Asserting Services Manager Immap Residency (Immap Residency Immap Residency Im	See Commune 4-D
				Reroute to 130		Se connect 5
119	Alice Andrews			Do not widen/no build	seads this for this is set with read with register from the sead of the page and the confirmation of the page and the confirmation of the page and t	Se Connect 65
					The content model does not work for sergions. Its not facilities, suler, or time-sering, This is not chance to correct the wrongly inflicted on east Audit citizens by the MDS expenses 50 years ago and more traffic and of the odg., Do not time or dry into concrete equipment bows like inflicted and distinct. Please, please let excludes region the next of the city, with more given speas, less publicities and risks, and fewer with tracks.	
120	Alice Clauseer	n 1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Then resets this a rail system believe See Artistis and Austin, it will help the accuracy to both cities, represe the anxionment, and case buffs on the Treasy, 17, 2022, 17s time for Treas to Treas to Treas to Stove a buffer transport system.	Se some(\$1
121	Alice Graulty			Do not widen/no build	MANDUST Program Manager Termory Entirey. Enter or the control of t	Sea Contract #5
				Air Quality/Noise	don't want the noise pollution, I don't want the smog, I don't want the concrete, and I don't want the extra larnes that will only attract more drivers.	See Comment #34
				Reroute to 130	Send traffic around Austin, seek alternative way s of relieving congestion	See correlat #3
122	Alice Henigi	3/7/2023 in	MyCapEx Website - Comment Form	Funding	Early plans suggested TVDOT would pay for the project. Why do Audin sequents have to find the bill for the region and the state?	The Capital Express Central Project is funded by T-601 through transportation provided through CAMPO and other transportation distance.
123	Alice Kirchel f	2/10/2023	VOH	Caps/Deck Plazas	Integration to discount in their squares and determined to commissions of their squares and determined to the commissions of t	Sec Comment #12
124	Alice Min	600,000		Do not widen/no build	No ToCOT ToCOT. The right set to 35, and it is noting stillay and makes walking a dangerous activity; I do not want 35 to be explanded. And I'm a driver too! Those would benefit the communities and people of Austral Alice Min.	See Comment 65
				Public transit / Multimodal transportation	send much rather have the dity spend if is money or each feerfully and more accessible public transportation and sidewalks.	See Comment #13
125	Alicia Anchondo			Air Quality/Noise	Mobility55 Program Manager Tomny Alrego, To whomit it may concern,	Sac Comment #34
					1,099025 10,001's plans for 1-35 and 1,099025 expansion. Auxilia in growing at a fast rate and adding MORE construction that takes YEMS in reliculous and not worth it.	
				Water Quality	They proposed to prope points. Progle are coming over \$57.7 N.L. are typing to re away shaft. Infl. of this collans. Not to mention the increased amounts of air noise, water publicles and environmental househouse affecting will be disactions.	Insert force, and see and loader importances. NoOf will conform to the failuring water quarty measure. Asked Commission of Contractional Quarty (CDC) for the Work Pulliforn Principles in (PSP) (PSP) (principles contraction of the register of the Contraction of the Contraction of the Register of the Contraction of the Register of the Regist
						See comment #9
128		3/7/2023	Ernait	Witshire	Law moting appending the proposed connection from 6.5 Link \$1.5 bits blank before \$6.5 bits	The control of the co
127	Aliqa Witkowski	R-MARKAGE AND ADDRESS AND ADDR		Do not widen/no build	Ne hooft floot; 1 appear the expension of 535 for environmental, assithed, and health reasons, Instead, Alicja Wildowski	See Comment #5
				Public transit / Multimodal transportation	sould like to see more money and time invested in public transportation and making Austin more take and pedestran Friendly.	See Comment #13
128	Alisa Viedmi	3/7/2023	Ernail	Do not wider/no build	Materity Shapes Manage Temps (Storage Temps (Storag	Sea Comment #5
129		2/8/2023	Email	General support	Due Chimen Stagle of Commissions: Their pur for recognizing and LSS through Justin is never if the most congoind undony argumen in the Date of Texas, As the surroundy existed and substant analysis in a studied to Makin Street of Texas, at Texas in Street and Texas, and Texas in Street and Texas, and Texas in Street and Texas	See Connect 46
130	Alison Walgrer	n 2/16/2023	Email	General support	Over Common Reg and Commonwemen. The Proof of Commonwemen and Commonwemen. The Proof of Commonwemen and Commonwemen. The Proof of Proof of Proof of Commonwemen. The Proof of Proof	Soc Connected 48
131	Alison Wenzel			Do not widen/no build	Michigat Pregion Manager Termy Arrang. Mails I am an Autom seclect and 15th generation Team who strongly opposes 135 appeacon. Highway appeacons do not work - research has proven this firms and time again. Team needs to transition to wide, open loops around our regor cless, restand of diagra a lawyer divide through a city. Althor World	Sax Comment #5
1						
				Air Quality/Noise	NIB. A (b) the size of Austri, there's no reason for this traffic to leaved through the heart of the (b), impeding local traffic and counting immerses are justicen to communities of Teams who don't have any other closes but to the basids that freeway.	See Comment #34
132	Alexa thee			Do not widen/no build	One a city the use of Justin, there's no reason for this infection to infect the toward free, the last of the city, impeding tood traffic and causing remember are published to communities of Teases who don't have any other citize that his to beauth the foreign times of the city of	dus Controver #5
132	Allina Rhee				NIB. A (b) the size of Austri, there's no reason for this traffic to leaved through the heart of the (b), impeding local traffic and counting immerses are justicen to communities of Teams who don't have any other closes but to the basids that freeway.	
132	Allina Rhee			Do not widen/no build	One a city the use of Justin, there's no reason for this infection to infect the toward free, the last of the city, impeding tood traffic and causing remember are published to communities of Teases who don't have any other citize that his to beauth the foreign times of the city of	dus Controver #5

	1					Sec Comment #18
				Latent/Induced Demand	1600Ty process in this project is fewed. It grows indused Demand, construction impacts, particulate matter pollution from the water, the failure of almost all highway expansions, the success of feerway namests, and to traffic modeling in failured.	See Commant #135
133	Alissa Zachary	3/7/2023	Email	Do not widsin/no build	Moding\$5 Program Manager Training Alongs. And the second of the second	Sea Comment #5
ID.	Commenter Name	Date Received	Saurce	T opic	Socrety, Rissa Zachary Communit	Видотия
				Air Quality/Noise	The second issue is the incredible increase in pollution that would be created by both the construction process and the proposed finished product.	See Comment #34
				Recial Justice	This plan is stopid. It's so stupid, I have to think it is motivated by anabonal factors like raction, classism, or a desire to "purish" Austin for not being a red dby. I have lived in an Austin where people are afraid or resentful of having to cross the highway. When it became a huge border between neighbors, between raises, and polarized the city, I vecud not put it past a few of our state reps to want to devote land in East Austin with the intent of	See Comment #3
134	Allan Cook			Water Quality	or securitify of sharing groups the highesy of these theorem a high bottle histories require, between room, and placed the city is notify to poll past in the of or soon rept to work in addition with the steer of disposing the prompt closure of flowership that and refligance communities. They been prefly open about change accounts poling places. An expended 25 level is not to devoke interfly one steer of disposing the prompt communities of the control only interfly one prefly open about change accounts poling places. An expended 25 level is not to devoke interfly one steer of the control of the contr	Sectioner #23
254	Allan Cook		MyCapEx Website - Comment Form	man quarty	here are some suggestions: 1. There should be value to treat water numel' from the new road;	UNB VOLUMENT P AGAI
				Public transit / Multimodal transportation	2. There should be "that Only" on camps and of ramps so that public transit gins priority over single-person vehicles, and 3. There should be "that Only" are set.	Sea Comment #13
135	Allen	2/8/2023	MyCapEx Website - Comment Form	General support	Our Channel Begg and Commissioners. These year for your supports to actions 150 through below in accomplishment research of highway in nationally resided as the 150 sector for softied and against and of sector in the Assist 150 through below in sector for representations and sector for the sector for against and of sector in the Assist 150 through below in sector for representations that is not extra commercial and soft are represented by TADOTT. Sheek you for your dedication to severing the distance of Teach and account of the Assist 150 through below in the Assistance of the Assi	Des Communit #B
136	Allen Gross	\$100,0000	MyCapEx Website - Comment Form	Do not widen/no build	I appose the 135 Capital Egymes preject. Pleasis atop adding larses to highways. These are enormous expenses that do nothing to solve transportation problems. They just create more demand, see more land, divide and destroy communities, lower density, increase communes, and polius. This way of trinking is further enterending us in a highly iredificate mode of transportation and a car custric society.	See Comment #5
				Public transit / Multimodal transportation	Our money would be much better spent on nail between cities as far as 16001 is concernost, and I hope 16001 continues to shift toward rail and other alternative modes of transportation.	See Comment #13
137	Atlen Gross			Do not wider/no build	MobilityS Program Manager Tommy Arrago, Lapones 1-35 expansion. Please stop adding larnes to highways. This way of thinking is further entrenching us in a highly inefficient mode of transportation and a car-contric society. Allen Gross The Contract of Contr	dise Comment #5
				Air Quality/Noise	These are enormous expenses that do nothing to safe transportation problems. They just create more demand, use more land, divide and deathly communities, lower density, increase commutes, and public.	See Comment #34
				Multimodal Transportation	Our money would be much better spent on nail between cities as far as TsDOT is concerned, and I hope TsDOT shifts toward rail and other alternative modes of transportation.	See Cerement #20
198	Alben Hiah			Caps/Deck Plazas	Manifest Suppose Manages Transport Sharing. The manifest Supposed Supposed Manifest Supposed Supposed Manifest Supposed Supposed Manifest Supposed	Sec Connect #12
				Bike/ped safety	We need to allocate resources sway from car centric transportation and more towards pediatrian, cycling, and make transit options Page Chairman Burd and Commissioners:	See Comment #30
139	Allen Kemp	3/6/2023	Email	General support	Our Claims Rings and Commissioners. This limits for framings in the Straigh Austin a new of the road congeled roadway segments in the State of Tassa. As this entroody confidence roadway is within a claim of the Main Straigh Austin a for any of the road congeled roadway segment in the State of Tassa. As this entroody confidence roadway is an extrained by the Main Straigh Austin and Tassa. As this entroop is a straight and the state of the Main Straight Austin and Tassa. As this entroop is a straight and the state of the Main Straight Austin and Tassa. As this entropy is a straight and the Main Straight Austin and the Main Straight Austin and Tassa. As this entropy is a straight and the Main Straight Austin and the Main Straight Austin and Tassa. As this entropy is a straight and the Main Straight Austin and the Main Straight Austin and Tassa. As this entropy is a straight and the Main Straight Austin a	
140	Alison Bodin	3/6/2023	MyCapEx Website - Comment Form	Multimodal Transportation	I would like to see the following reflected on these plans; more prioritization of non-motinoide potentials and blocks infrastructure expecially amount major interactions, more shade and treat, before misigation for environmental impacts including valuated air quality and increased rose along the entire confort, water quality protections that meet Chyl Asatin and federal abundants for waters of the u.s. including the Colorado River and Laphytot Lake. Laphytot Lake.	See Comment #20
141	Allison Drish	3/7/2023	MyCapEx Website - Comment Form	Business/Residential Displacement	Lapports uses. Lapport the Audit CRy Count's demands for the 135 project, especially the plas to minimize the number of homes and bosiness displaced, incertivizing 18 wheelers to use 130 instead, and please please please please on both that Other parts of the hale and bits trail for skywars. That is an end, and if the.	See Connect #21
142	Allison Stilley	100,000	16.	Do not widen/no build	More lares on 35 is not a solution for current or future traffic consention.	See Comment #5
242	Annua Juny		Cap Ex	Regional Connectivity	Building and expanding passenger rail on the corridor is.	See comment #1
			We	Do not widen/no build	Mobility\$5 Program Manager Tommy Abrago, Malfor	See Comment #5
143	Allyson Garro				The refitting in opposition to the expansion of 1.55 through disenteurs. We've seen this before and it doesn't fix the congestion problem. Audit is at a turning point, and this is an opportunity to think differently and make changes that will apport the residents who live here; cot, just home who are passing through Justice can just collection in the Profused, fair Francisco, and own Purk, which have put the health of their unbear others before the flexing convenience of added lanes. 1994 the Profused Line Audit was available basines. There is developed to profuse their collection flexing. Extremely, and in the contraction. To develop the opportunity to the profuse of the profuse of the profuse of the profuse of the second contraction of the profuse of the pro	
					Algoris Giero	
					Algoni Gerro	
144	Alma Vagarran	1/12/2022	Freat	Community Alternatives	Algoris Gerro If we wen't to drust the lighway pround directions, as modeled by the Petrin-SS proposal,	See Connect at 4
144	Alma Vasquez Alonzo Ramon	1/12/2023	Ernail MyCapEx Website -	Community Alternatives General support Bugional Connectivity	Algoris dumo Algoris dumo Algoris was not to disart this fugleway amount discretions, as modeled by the Belleni-35 programs. Fargoris it.	Sex Comment 44 Sex Comment 45 Sex Comment 41
			Ernail MyCapEx Wabsite - Comment Form		Algoris dumo If we write to their the ingleway amount discentions, as modeled by the Retires SS proposes. Largerous it Laws to this is a Saw Andrew when I was a UTSA addrest from 2018-2022. Then I first tenth and cofeen nick the Tricky Red Spares (MEL, TEVAS, and accounts) Codes' OMT light rate, and deprive Laws to be in Saw Andrew when I was a UTSA address from 2018-2022. Then I first tenth and cofeen nick the Tricky Red Spares (MEL, TEVAS, and accounts) Codes' OMT light rate, and deprive as without a light rad appears within the obj. or connecting to Andres and close to Search as without a light rad appears within the obj. or connecting to Andres and close to Search as without a light rad appears within the obj. or connecting to Andres and close to Search as without a light rad appears within the obj. or connecting to Andres and close to Search as without a light rad appears within the obj. or connecting to Andres and close to Search as without a light rad appears within the obj. or connecting to Andres and close to Search as without a light rad appears within the obj. or connecting to Andres and close to Search as without a light rad appears within the obj. or connecting to Andres and close to Search as without a light rad appears within the obj. or connecting to Andres and close to Search as without a light rad appears within the obj. or connecting to Andres and close to Search as with a light rad appear within the obj. or connecting to Andres and close to Search as with a light rad appear within the obj. or connecting to Andres and close to Search as with a light rad appear within the obj. or connecting to Andres and close to Search as well as a light rad appear within the obj. or connecting to Andres and Close to Search as well as a light rad appear with the obj. or connecting to Andres and Close to Search as well as a light rad appear with the obj. or connecting to Andres and Close to Search as well as a light rad appear with the obj. or connecting to Andres and Close to Search as w	Sea Comment #S
					All your Gurro If we ware to disn't the highway amount disentance, an encoded by the feature 35 proposal. Exporter 8. I wast to be the fine fine fine fine fine fine fine fin	Sea Comment #3 Sea Comment #1
145	Alonzo Ramon	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Algoris dumo If we write to their the ingleway amount discentions, as modeled by the Retires SS proposes. Largerous it Laws to this is a Saw Andrew when I was a UTSA addrest from 2018-2022. Then I first tenth and cofeen nick the Tricky Red Spares (MEL, TEVAS, and accounts) Codes' OMT light rate, and deprive Laws to be in Saw Andrew when I was a UTSA address from 2018-2022. Then I first tenth and cofeen nick the Tricky Red Spares (MEL, TEVAS, and accounts) Codes' OMT light rate, and deprive as without a light rad appears within the obj. or connecting to Andres and close to Search as without a light rad appears within the obj. or connecting to Andres and close to Search as without a light rad appears within the obj. or connecting to Andres and close to Search as without a light rad appears within the obj. or connecting to Andres and close to Search as without a light rad appears within the obj. or connecting to Andres and close to Search as without a light rad appears within the obj. or connecting to Andres and close to Search as without a light rad appears within the obj. or connecting to Andres and close to Search as without a light rad appears within the obj. or connecting to Andres and close to Search as without a light rad appears within the obj. or connecting to Andres and close to Search as without a light rad appears within the obj. or connecting to Andres and close to Search as with a light rad appear within the obj. or connecting to Andres and close to Search as with a light rad appear within the obj. or connecting to Andres and close to Search as with a light rad appear within the obj. or connecting to Andres and close to Search as well as a light rad appear within the obj. or connecting to Andres and Close to Search as well as a light rad appear with the obj. or connecting to Andres and Close to Search as well as a light rad appear with the obj. or connecting to Andres and Close to Search as well as a light rad appear with the obj. or connecting to Andres and Close to Search as w	Sea Comment #3 Sea Comment #1
145	Alonzo Ramon Aly Therp	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity Climate Change	All your Gurro If we ware to disn't the highway amount disentance, an encoded by the feature 35 proposal. Exporter 8. I wast to be the fine fine fine fine fine fine fine fin	See Comment #51 See Comment #51
145	Alonzo Ramon Aly Therp	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity Climate Change Do not widen to build	All your Gures I age was to direct this topious pround discretions, an enclosed by the Retiron SD proposes, Lapprose X Lapp	Sea Connect #5 Sea Connect #5 Sea Connect #5
145	Alonzo Ramon Aly Therp	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity Climate Change Do not widen to build	All your Garnino If you make it has find the lingthroug amound distortions, as mobilated by the Replane SS proposes. If you make Loader to law in this Anteriors where I was a CSSA student from 2018 2022, how I live in Per Stort was all offere risk the Trings had because ITES, Titles, and experience State OMET agricus, and story was very deficient and direct ancounting communicate from 2018 2022. Note I live in Per Stort was all offere risk the Princip had because ITES, Titles, and experience State OMET agricus, and story was very deficient and direct ancounting communicate from 2018 2022. Note I live in Per Stort was all for all the princip was a story on the princip of the princip was all the princip was a story on the princip was a story on the princip was a story of the princip was a story on the princip was a story on the top of the princip was a story on the princip was a story on the top of the princip was a story on the princip was a story of the princip was a story	Sea Connect #5 Sea Connect #5 Sea Connect #5
145	Alonzo Ramon Aly Therp	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity Climate Change Climate Orlange Do not widen/no build Blacyael authory	All your Gures I age was to direct this topious pround discretions, an enclosed by the Retiron SD proposes, Lapprose X Lapp	See Convent #5 See Convent #5 See Convent #5 See Convent #5
145	Alonzo Ramon Aly Therp	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity Climate Change Do not widen, no hald Blacy pad surfery Do not widen, his build	A year over to direct this highway amond directions, an incidentity in the finite SS proposes. Against a set than Autorise when I was a USS student to the SS proposes. Assert the finite fin	Sea Connect #5

150	Amanda Braziel	3/7/2023	MyCapEx Website - Comment Form	Parks	Tills not deay to were some of precision pank land on tribler Boach to expend IDS. It is not deay to required IDS. The Ingressy in tag enough and introduce enough and fail. No have an apportunity to dis semething special, unique, and community-ficused. Durit purposes the originally recent failpress part into place to divide our city.	1.007 recognises the importance of packs to the Audio community. Prosphase the design process, 1.007 has invited right of way angioned from all packs, which are produced resources. A Section 4(f) to dividual Exalusion was proposed for the Exconomistration in injust Education (ED) with a signature to the Section 4(f) and to Section 4(f) and to Separation 4(f) to Section 4(f) and to Separation 4(f) and to Section 4(
151	Amanda Breazzano			Do not widen/no build	Mobility.55 Program Manager Tommy Atrago, Tim a resident of south Austin, right off 55, and I am strongly opposed to exposing 55. Enlarging highways doesn't work and adds to congestion and politicion. Amanda Breazzano	See Comment #S
				Multimodal Transportation	Austin needs and deserves a better solution that relies on alternative modes of transportation.	See Comment #20
152	Amenda Coupe	2/8/2023	Email	General support	Constitution and a series of the series of t	See Comment of B
153	Amand a De Santiag	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	We need a rail applies in San Antoniof fewa overall. The lack of investment is commuter interest is terrible.	See connect #1
154	Amanda Gibson	2/7/2023	Email	General support	One Chamman Bugg and Commissioners: Thesis you for exceptioning that 1.55 through Audits in and if the most companied enablesy septema in the State of Texas. As this seriously outland condewy as office could be fast, and the State of Texas. As this seriously outland condewy as office control from the Control of the State of Texas. As this seriously outland condewy as office control of the State of Texas. As this seriously outland condewy as office control of the State of Texas. As this seriously outland condewy as office control of the State of Texas. As this seriously outland condewy as office control of the State of Texas. As this seriously outland condewy as office control of the State of Texas. As this seriously outland condewy as office control of the State of Texas. As this seriously outland condewy as the State of Texas. As this seriously outland condewy as the seriously outland condewy as office control of the State of Texas. As this seriously outland condewy as the s	See Comment #S
195	Amanda guillen	2/5/2023	MyCapEx Website - Comment Form	Regional Connectivity	Please build a mater said of some sort from Austin to San Artonios.	Second #1
156	Commenter Name Amanda Jauregui	1/27/2023	Source MyCapEx Website -	Topic Regional Connectivity	Comment I would tow to have a commuter rail between Austin and San Antonio. I would prefer that then driving!	Responses See comment #1
			Comment Form			
157	Amand a Mote	2/8/2023	Email	General support	Our Channel Registed Commissioners. This look of the register is 15 Strength Austin is one of the most composite reserviny segments in the Stan of Years. As this servincial problems you will be stated to be set of Years, at I Teams which call for bed and decicion accordingly. I am writing failing to express any composite segment for the 155 Capital Spress Central disegrees any proposed by I COST. Think high for your consideration of this request.	See Commert 48
158	Amanda Penney	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	A commuter rail between San antenio and Audin, and in the future expanded to DPW would provide a much needed interconnection for Ts.	See connect #1
199	Amanda Pouncy-Ross			Do not wider/no build	Mobility S5 Program Manager Tommy Abrego, Taxas can and should make in thing that it recidents work and Audin residents do not want expansion. I expect ToOT, Audin Ctg Council, and other representatives to stand up for ms. Amenda Pouncy-Rosa	See Connect 45
				Business/Residential Displacement	Displacing hundreds of businesses and people to expand 135 is irresponsible and wrong. We need better options that encourage us to consider our neighbors and the impact we have on our environment.	Sue Comment #21
160	Amanda Rose		MyCapEx Website - Comment Form		Apartment in the sector or Copie Equation project of Ind. The reproducting process of the control of Copie Equation (Ind.) The reproducting process of control of the Copie Equation (Ind.) The reproducting process of control of the Copie Equation (Ind.) The reproducting process of the control of the Copie Equation (Ind.) The reproducting process of the Copie Equation (Ind.) The reproduction (Ind.)	See Comment #5
161	Amanda Wolfe			East/West Connectivity	Austinities and we deserve more creative solutions, including much better ease. I week connections and better crossings at grade including more cap and stitch interchanges.	See Comment 420 See Comment 45
101	Analysis Walte			Do not wider/no build Latent/Induced Demand	In Todal TOCI This yellows congruence that this control test properties of the control test properties the this control test properties the test properties the this control test properties the test properties t	See Comment # 15
				Latent/Induced Demand Racial Justice	New you heard about this thing colled induced Cement? We YOO's and have known for years that ACONG Lines and DEPRODRE highways is a missiake. We will be be specified on the importation funds on healing the woulds mode when 155 was used to segregate our day, reconnect our day, and epitims that make branch, walking, and tibling safer and more convenient form.	Sao Comment #35 Sao Comment #3
				Do not widen/no build	And this is writing and the size of the si	See Comment #5
162	Amber Novak	stantens.		Recial Justice	-its racist and discriminatory to low 955 incuseholds. I cen't believe that in 2023 Austin is STEL taking the land and properly value of the poorer neighborhoods and the traditionally non-white neighborhoods.	See Comment #3
				Bike/ped safety	43 horsoling or cty, making it less connected, less walkable, less bhashle juit things that will just MORE cars on the read, not fewer; A huge swalth of highway dividing the wealthy and less wealthy half of the city is 100° and Auton reads.	5et Commet #10
				Reroute to 130	Now much money and resources in the trucking listing pointing into this plant? Build their build and cross-state drivers alternatives ARCOVD the city. Makes 135's in orbusis, muste like MoRPs in. Remove the motivation to be on 135, that makes it water \$100 formular presentate traffic through the motivation to be on 135, that makes it water \$100 formular presentate traffic through the motivation to be on 135, that makes it water \$100 formular presentation traffic through the motivation to be on 135, that makes it water \$100 formular presentations and the presentation that the presentation	See connect 4'S
163	Amber Soria			Do not wideri/no build	Additional projects Manager Terrors, Design Terrors, State (Terrors, Terrors, Terror	See Comment #S
				Reroute to 130	These about to an administent is either remode those breeking through bases around the city or differ our resolvers and different highway trop to revigion the city. Expending the highway brees down't help thoughts and it wen't help Audits.	See connect 43
164	Amber Taylor	3/7/2023	Email	Do not widen/no build	MobilitySS Program Manager Tomery Stratgs, this honor that highway expansions don't work. The city of Austin deserves batter. Anther Taylor	See Comment #5
165	Amir Jackson			Do not widen/no build	Modity55 Program Manager Tomny Abrego, Iam a resident of Prosten, TX.	Sus Comment #5
					Making Shinghan Managar Simony Songs. Basa salkeded Hollands Shinghan Managar Simony Songs. Basa salkeded Hollands Shinghan Managar Shinghan Shin	
					I don't waint to use an interestant highway for my local brigo. I appect TxDOT, Austin City Councit, and other representatives to stand up for me Annir Saddoon	
				Reroute to 130	Tam FOR the Retrin-SS proposal, redesignating another highway such as SH 530 as an intendation, a bookward going through town, and a public trainst finit project.	Seconnet #3
				Latent/Induced Demand	TOOT's process in this project is flaved. It ignores induced Demand, construction impacts, particulate matter polition from the waar, the failure of almost all highway expansions, the success of freeway removals, and its buffic modeling is flaved.	See Comment #18
166	Amir	2/8/2023	MyCapEx Webpite -	General support	Design code good, considering without the bills rededotisin later and adding a safety wall between them	Seconnet 48
167	Sharm a Arny	2/9/2023	MyCapEx Website - Comment Form	General support	With Dought out, Express former of the meeting and accommissions. Leaking former to soint give a blanch use path when bliving downtown and from the west to seat bides. I support the project.	See Comment 48
100	,	-, -, 2023	Phy sica I Co			
168	Amy			Do not widen/no build	Assert St. Program Manager Terrors (Program Control Terrors) (Program	Sus Comment #5
					Stated. Highway expansions DONT work. They worken congression (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving, 10 years of construction for just a few years of congression relief is NOT worth? worth?	
					Foort want to one an interestabling/lawy for my bood trips. sepect TACOT, Austin City Councit, and other representatives to stand up for me	
				Remote to 130	I am POR to Whethink 25 proposal, redesignating another Inglinesy such as 55 ± 30 as an internation, a boundward going through town, and a public turnish first project.	See comment #3
				renoval to 130	римента реформация от подниция подниция выпольным выпольным в поменты доле инсертивности или в распис газане под реформация.	

				Latent/Induced Demand	TxOOTs process in this project in flawed. It ignows induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highlasy expansions, the success of feeesey removals, and to brail in modeling as flawed.	See Comment #18
						Fac formers #S
169	Arry Bench		MyCapEx Website - Comment Form	Do not widen/no build	Makin, Agency (25 year) resident of Anaton, coverty in East Anaton just basis but 155, is an ancement that the proposal highway equation of length or some in increase belief, using publicur, and separate asset from weet. Please keep in a large like desires for the citizens of Anaton, expectedly those of as in close presently to 155, Updard represent environmental and subgradual-that white reviewing plans for 255 recolorization. That year. Any	See Communit #S
				Air Quality/Noise	We need greater measurements of air quality during this *lenvisormental" review	See Comment #34
				Caps/Deck Plazas	We have an opportunity to connect- by cap and skinds-the neighborhoods east of ISS with those west of the highway. We should have more caps (bury the freeway in longer seignments so we truly create connections between east and west). Early plans suggested TIDOT would pay for the project.	See Comment #42
				Multimodal Transportation	Any plain to update ISS should include this way to make our city more friently to safer, cleaner modes of transportation, as well as provide additional land for parks.	See Comment #20
				Water Quality	Engineers should study ways to treat the water rund!	See Contract 425
				mani Quanty	Art (SACT) SACT.	See Contract & S
170	Arry Concilio			Do not widen/no build	In modify above in years, grouped in the experience of 1.55 from placement, but in the second of 1.55 from placement, but in the second of 1.55 from placement o	so Communica
				Climate Change	As a climate change scientist who volunteered time to help the city develop the Climate Equity Plan, I am incredibly frustrated and disappointed with this plan, which will negate all the progress that we have made and are making on reducing our carbon emissions. We know from years of empirical evidence that, expanding trighways leads to more traffic, more pollution, and more greenhouse gas emissions.	Sia Corrent #51
				Community Alternatives	I would be much happier with the community alternatives suggested by Rethrisk35 or Reconnect Austin, which you have not truly studied.	See Comment #4 See Comment #5
					Dear 1-35 Capital Express Central, No. 1-35 Capital Express Central, Deart Environmental Impact Statement Dear Converse Most and other Biosol Officials, TuDOT Commissioners, Staff, and Consultates.	See Comment #5
					Dear Governor Abbett and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thanky you for the opportunity to comment on the proposes 135 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningful considering meaningful alternatives in the EIS process, including the study done by	
					Date votant review and these section of the project	
				Do not widen/no build	myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the nate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative.	
					Thank you for all that TxCOT is doing to provide safe access and mobility options with multimodal natworks woven into the thriving communities of the Austin region.	
171 ID	Army De Luna Commenter Name	3/7/2023 Date Received	Email Source	Topic	Comment	Responses
					I thought the National Environmental Protection Act required TaDOT to meaningfully consider meaningful atternatives, but that appears not to have been done in this draft ES. There is clear community	See Comment #4
				Community alternatives	support for the Ne PhilinoSS and Reconnect Audin proposals, including various level of elected officials saling FDOT to servinely consider maximify alternations. While he ITD soldy was interesting, it in no way is a episcement for fromorphy analyzing PhilinoSS. Send Reconnect notin in the ESS and EDS and the PhilinoSS and Reconnect notin in the ESS and EDS and the PhilinoSS and Reconnect notin in the ESS and EDS and the PhilinoSS and Reconnect noting the Send of ESS and Reconnect Notice to maximify the consider those alternatives. Please no the right groups analysis found throughout thousands of pages of ESS on the RelTrinicSS and Reconnect Audin proposals.	
172	Army Hufford	3/7/2023	Email	Do not widen/no build	Me TuDOT TuDOT. The plan to expand 135 is not something that will benefit Austin or Austinites. It will not benefit Central Austinites, who will lose their homes and property. It will not benefit those who suffer during their commute through construction. It will not	See Connected #5
					They also separed 155 and commonling that will be seed Audion or Audionistics. Their are beautiful contract, when will know that however property. Their and beautiful contract however property commons through construction. Their seed of those passing from property, and the contract however property commons through construction. Their seed of those passing from property contracts to the common property contracts to the common property contracts through the contract however property contracts the contract to the common property contracts the contract to	
					Think you, Arry Hufford	
173	Amy Kempe	3/7/2023	Email	Business/Residential Displacement	MobilitySS Program Manager Tommy Atrago, What about the dictains and our businesses? Xee you just gonine plow us all down?? You don't live where we do so have so perspective and empotity. Amy Kempe	See Comment #21
					What about the cituens and our businesses? Are you just gome prove us all down?? You don't live where we do so have so perspective and empathy. Any Kempe	
174	Amy Kennedy	3/6/2023	MyCapEx Website - Comment Form	General support	this is an agreement with the wast to expect (25, is noted have been to be use a rose commonly registed plans. The anti-based register and produces in agree to produce the produces assign the produces assign the produces of the State of the Way	See Commerce 49
					Dear Chairman Bugg and Corressioners: Thank you for recognizing that 1-35 through Austin is one of the most congested roadney segments in the State of Texas. As this seriously outdated roadney is often	See Comment #8
					called the Main Street of Texas, all Texans should call for bod and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express any compilets support for the 155 Cupital Express Central design as proposed by TxOOT. Thank you for your consideration of this request. Amy Love Fisher Servic Vice President, Commercial Express.	
175	Amy Love Fisher	2/7/2023	Email	General support	SATICE VICE PREMIURIT, COMMENCIAL EXCLUSIV	
176	Amy Rowland			Do not widen/no build	MobilitySS Program Manager Tommy Acrego, As a resident of Austin, Istrongly oppose the ThDOT expansion of ISS. By enacting this plan, you actively ignore that highway expansions don't work and only make things more congested for a long time just for a short relief. Not to mention the	Suo Commant #5
					As a resident of Audit. I strongly oppose the InCOT expansion of 3.55, by executing this plan, you actively ignore that highway expensions don't norix and only make things more congested for a long time just for a short reliaf. Not to mention the masked executed of policy of the project would cause. This is not a long term solution I want, nor is it the solution that is best for this city. Any Rouland	
				Public transit / Multimodal	I strongly believe that a public transit first proposal would be the best very to expand our driving system, as well as lift up our most valuesable citizens and reduce pollution from vehicles. Hopefully you take	See Comment # 33
				transportation	rey lattler, sie well as ny piece' letters, into consideration.	July College II P. L.
					how Chains Reg and Commissioners. This price of requires Reg and Commissioners of the State of the season of the State of these. As this servicely additional readings is after an inheld the Main State of Team, all Teams should not for total and decisive scales to the service of the State of the State of Team, all Teams should not for total and decisive scales to the State of the State of the State of Team, all Teams should not for total and decisive scales to the State of the State of Teams should not for total and decisive scales to the State of Teams should not for total and decisive scales to the State of Teams should not for total and decisive scales to the State of Teams should not for the State of Teams should not be supported by the State o	See Connent #8
					action to transform this critical stretch of infristructure into a readway that will accommodate the region and increased and in	
177	Army Rung	3/6/2023	Email	General support	Processings, I am mining some somewhole my companies support for the I-DD Cupress Current ceinign as proposed by TADOT. Thank you for your consideration of this request. Any flung	
177	Amy Rung	3/6/2023	Email	General support		
178	Army Todd		VOH	Do not widen/no build	1 OPPOSE TUCOT's plans for 1-35 and 1 OPPOSE expansion. Tam FOR the Rethris/35 proposal.	See Comment #5
					Sent use in members of programs of congestion relief is NOT worth it. I don't want to use an intensiste highway for my local trips. Leopect TiCOT, Austin City Counci, and other representatives to stand up for me. the failure of aircost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	
					To replace 1,000%, recent city outcome, and other representation 30 Martin up for risk. The leasure of artificial air rightney expensions, the success of memory retroines, and its draftic recoving its Towned.	
				Latent/Induced Demand	TuDOT's process in this project is flawed: It ignores indused Demand	See Comment #39

1						
				Construction	It ignores construction impacts	Constitution of the property property assignment to see the property assignment to the property of the propert
						Noise associated with the construction of the project is difficult to prodict. A Construction Noise Analysis for the proposed project intended in Appendix X of the ES. Supplead an impair of construction noise for the proposed project includes in Appendix X of the ES. Supplead an impair of construction noise for the proposed project includes in Appendix X of the ES. Supplead an impair of construction noise for the proposed project includes in Appendix X of the ES. Supplead an impair of construction noise for the proposed project includes in Appendix X of the ES. Supplead an impair of construction noise for the proposed project includes in Appendix X of the ES. Supplead an impair of construction noise for the proposed project includes in Appendix X of the ES. Supplead an impair of construction noise for the proposed project includes in Appendix X of the ES. Supplead an impair of construction noise for the proposed project includes in Appendix X of the ES. Supplead an impair of construction noise for the proposed project includes in Appendix X of the ES. Supplead an impair of construction noise for the proposed project includes in Appendix X of the ES. Supplead an impair of construction noise for the proposed project includes in Appendix X of the ES. Supplead an impair of construction noise for the proposed project includes in Appendix X of the ES. Supplead and impair of construction noise for the proposed project includes in Appendix X of the ES. Supplead and impair of construction noise for the proposed project includes in Appendix X of the ES. Supplead and impair of the ES. Supplead an
			1			containers and site buildings, if wailable. **Community reformation – provide information to residences patentially effected by construction noise ahead of construction activities.
			1			*-Use of metal — provide information to communities with an analy of available metal including webbiles, emails, community-based forums, newspaper, letterbox drops, etc.
						*Be practive in complaints resolution. Appoint a contact persist. Develop a pain for recovering, managing, and responding to complaints in a timely manner. Consider a hotten or other point of contact for the community to ask questions or the a formal complaint. *Retarrial larges inspiral activities such as her earn, onch harmering or pring to daylime.
						The control of the co
						Consider locations to designate plant and stockpis locations. Construct proposed parameter of the similar point of the continue plant point of the continue plant point of the continue plant point plant
			1			
			1	Tire Wear	It ignores particulate matter pollution from tire wear,	Sax Generatit #18
				Water Quality	Highway expansions DONT work. They worsen congestion (as we saw with the Kuty Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #125
179	Amy Younkman	2/21/2023	Email	General support	I watched the U-Tube about the Central IH35 proposed expansion and I am definitely in favor of it, especially making triking and walking safer. It is much needed! Thank you!	Sair Comment #8
180	Ana Gonzalez	1/24/2023	Email	General support	Duer Chairman Bugg and Commiscorers: Thank you for recognizing that 155 through Justin is one of the most congested nodeway segments in the State of Teass. As this seriously outdated readway is often colled to Made 150wer of Teas, at It is as should be a fine that the seriously outdated nodeway is often colled to Made 150wer of Teas, at It is assistant of the old and excellent and include action to be serior this collect advention of this nodeway that it is commodate that a readward paid and immense growth was we experiencing in our great State. Accordingly, it are religiously to be proving or registrate persons begrowthe purpose the Teas, and any approach to 150°C. They are for your development of the State of Teas, as the seriously outdated in the seriously outdated in the seriously outdated readway is often or great State. The serious of the State of Teas, at It is seriously outdated readway is often in the State of Teas, as this seriously outdated readway is often or less than 150°C. The serious of the serious outdated in the serious outdate	See Comment #8
					Accordingly, I am writing tooling to express my complete support for the 1-35 Capital Express Central design as proposed by TuDOT. There's you for your consideration of this request. Puls Committe. A	
181	Ana Lopez			Do not widen/no build	Mobility35 Program Manager Tommy Atrego,	See Commant #5
		1			Substitution Framework Services from the Conference of the Confere	
		1			I expect TxDOT, Austin City Council, and other representatives to stand up for ms. Keep the concrete hellscape in Dallas. Ana Lopez	
1						
		1				
		1				
		1		Latent/Induced Demand	TACOT's process in this project is flawed: It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
		1		Air Quality/Noise	They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving,	See Correlat #34
182	AnaRose Hebein			Do not widen/no build	MobilityS Program Munager Tommy Abrego,	Sea Convenut #5
					statistics Program Marager Emirory Discop. Later an stated of 19th Section of Asia virial section of the Section of the Section of 19th Secti	
			1		Ana Rose Hebain	
				Community Alternatives	I am FOR the Rethins 35 orconal & support more public transit access and carpool designation.	See Comment #4
						Sac Contrast 4 S
				Latent/Induced Demand	It ignores induced Demand	See Comment #18
				Air Quality/Noise	construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions worsen congestion (just one example includes the Kely Freeway), air noise	See Commant #34
				Water Quality	and water pollution, safety, and transportation options beyond driving, 20 years of construction for just a few years of congestion relief is absolutely not worth it.	See Comment #125
183	Anat Schechtman			Water Quality	MobilitiS Program Manager Tomer Atreets.	San Comment #325 San Comment #34
183	Anat Schechtman				MichilopS Program Manager Tonny Arrago. Tama assisted of Champsood neighborhood in Audia, and The writing to express any opposition to 15/COTs plains for 15% and for the 15% expension. It has been prosen in many other cities that frighteey expensions don't work, and instead, they were composition, as well as and water profitions, safety, and frameparticles options beyond driving. The also opposed to suffering through they was of construction for just a few years of competition ratif.	
183	Anat Schechtman			Water Quality Air Quality/Noise		
183	Anat Schechtman			Air Quality/Noise	ModifySF Program Manager Tomory Alargis. Lea a solated of Delaymont Agrigation and Audit and firm writing to separation to TACOT's plants for SS, and for the SS separation. This bear prown in many other clies that Highway separations don't work, and invited, they are accordance and a select politicals, walley, and transportation options beyond clining. This also appeared to suffering through two years of construction by an at the years of congestion relate. And Characterism.	Sea Comment #34
183	Anat Schechtman	Date Brown and	- Domes	Air Quality/Noise	MichilopS Program Manager Tonny Arrago. Tama assisted of Champsood neighborhood in Audia, and The writing to express any opposition to 15/COTs plains for 15% and for the 15% expension. It has been prosen in many other cities that frighteey expensions don't work, and instead, they were composition, as well as and water profitions, safety, and frameparticles options beyond driving. The also opposed to suffering through they was of construction for just a few years of competition ratif.	
183	Anat Schechtman Controller Name	Date Received	Source	Air Quality/Noise	Modifields Program Manager Tamons Advanced Transmitting to express an apposition to 1600m justo for 155, and for to 155 equations. Tales have greated in a money offer client that righters represent any expectation to 1600m justo for 155, and for to 155 equations. Tales have greated in extra client that righters represent and offer an analysis of the second of the	Sec Connect #34 Sec connect #3 Responses
183 ID	Anat Schechtman Constrainter Name	Date Received	Source	Air Quality/Noise	Modifields Program Manager Tamons Advanced Transmitting to express an apposition to 1600m justo for 155, and for to 155 equations. Tales have greated in a money offer client that righters represent any expectation to 1600m justo for 155, and for to 155 equations. Tales have greated in extra client that righters represent and offer an analysis of the second of the	Sea Comment #34
183 ID	Anat Schechtman Commenter Name	Date Received	Source	Air Quality/Noise	Modifields Program Manager Tamons Advanced Transmitting to express an apposition to 1600m justo for 155, and for to 155 equations. Tales have greated in a money offer client that righters represent any expectation to 1600m justo for 155, and for to 155 equations. Tales have greated in extra client that righters represent and offer an analysis of the second of the	Sectionnet 434 Sectionnet 43 Responses
183	Anat Schechtman Commenter Name	Date Received	Source	Air Quality/Hanne Remode to 530 Trape:	Table 39 Angues Marage Tollows Days (See See See See See See See See See Se	The Comment ESS The Co
183	Anal Schectoman	Date Received	Source	Air Quality/Hanne Remode to 530 Trape:	Table 39 Angues Marage Tollows Days (See See See See See See See See See Se	The Comment ESS The Co
183	Anal Schectoman	Date Received	Source	Air Quality/Hanne Remode to 530 Trape:	Table 39 Angues Marage Tollows Days (See See See See See See See See See Se	The Comment ESS The Co
183	Anat Schechtman Commenter Name	Date Received	Source	Air Quality/Hanne Remode to 530 Trape:	Table 39 Angues Marage Tollows Days (See See See See See See See See See Se	The Comment ESS The Co
183	Anat Schechtman Commenter Name	Date Ricerved	Source	Air Quality/Hanne Remode to 530 Trape:	Table 39 Angues Marage Tollows Days (See See See See See See See See See Se	The Comment ESS The Co
183	Anat Schechtman Commanter Name	Date Received	Source	Air Quality/Hanne Remode to 530 Trape:	Table 39 Angues Marage Tollows Days (See See See See See See See See See Se	The Comment ESS The Co
163	And Schedonan Commenter Name	Date Research	Store	Air Quality/Hanne Remode to 530 Trape:	Table 39 Angues Marage Tollows Days (See See See See See See See See See Se	The Comment ESS The Comment ESS Associated The Comment ESS The Comment
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183	Anat Shetferan	Date Number	Source	Air Quality/Hanne Remode to 530 Trape:	Modifields Program Manager Tamons Advanced Transmitting to express an apposition to 1600m justo for 155, and for to 155 equations. Tales have greated in a money offer client that righters represent any expectation to 1600m justo for 155, and for to 155 equations. Tales have greated in extra client that righters represent and offer an analysis of the second of the	The Comment ESS The Comment ESS Associated The Comment ESS The Comment
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163	Anal Schedomen Contracted haste	Date Received	Source	Air Quality/Hanne Remode to 530 Trape:	Table 39 Angues Marage Tollows Days (See See See See See See See See See Se	The Comment ESS The Comment ESS Associated The Comment ESS The Comment
183	Anal Schedisteren Controlled Name Andre Mane	Data Record	Grane	Air Quality/Hanne Remode to 530 Trape:	Table 39 Angues Marage Tollows Days (See See See See See See See See See Se	The Comment ESS The Comment ESS Associated The Comment ESS The Comment
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0	Andre Michael	Date Necroel	Source Source MyCardie Westerle	No Quality/home Persona to 130 Trans Delinord Delinord Bhar/Ped Suhny Recisi Autrine An Quality	Table 1995 (Pages Margine Tomogra Stage) An an assessed of Company of Company (Pages) An an assessed of Company of Company (Pages) An an assessed of Company of Company (Pages) An an assessed of Company of Company of Company of Company (Pages) An an assessed of Company of Company of Company of Company (Pages) An an assessed of Company of Company of Company of Company of Company of Company (Pages) An an assessed of Company of Company of Company of Company of Company of Company (Pages) An an an an assessment of Company of Compan	The Comment #5 The Comment #55 The Comment #55 The Comment #55
194	Action Action M. Buckers	Data Neurosid	Source McCapte Wester- Comment Form	No Quality/home Persona to 130 Trans Delinord Delinord Bhar/Ped Suhny Recisi Autrine An Quality	The an accounted Company Surgery Surge	The Comment #3 The Comment #3 Resource The SES Cognitife Express Central project proposed improvements actuals sensing one of the entirends to the Oxford 2 registrations. This design is intended to increase while for treatment entire, for your Bouleard onto the northboard foreign result. The Comment #30 Sec Comment #30 Sec Comment #30
194	Andre Michael	Data Record	Source McCast Waterson Comment From	No Quality/home Persona to 130 Trans Delinord Delinord Bhar/Ped Suhny Recisi Autrine An Quality	Table 1995 (Pages Manager Design Stage) An an assessed of College and epithode in Acid, and in working to appeal on a group production to ECOT pains for 150 and to the 150 appeal on the 150 appeal on the 150 and the 150 a	The Comment #3 The Comment #35 The Comment #35 The Comment #35 The Comment #35
194	Andre Michael	Date Received	Source Source	Air Quality/frame Person to 130 Trace Debased Debased Debased Air Quality Air Quality Air Quality Air Quality	Table 1995 (Pages Margine Tomogra Stage) An an assessed of Company of Company (Pages) An an assessed of Company of Company (Pages) An an assessed of Company of Company (Pages) An an assessed of Company of Company of Company of Company (Pages) An an assessed of Company of Company of Company of Company (Pages) An an assessed of Company of Company of Company of Company of Company of Company (Pages) An an assessed of Company of Company of Company of Company of Company of Company (Pages) An an an an assessment of Company of Compan	The Content #35 See Content #35
194	Andre Michael	Data Record	Source McCaste Website Continues From	Air Quality/frame Person to 130 Trace Debased Debased Debased Air Quality Air Quality Air Quality Air Quality	Table 150 Agreement Teach Design of Company Stages. The an institute of Company of Stages of the Stage of Company Stages of Co	The Content #35 See Content #35
194	Andre Michael	Date Necroel	McCarefic Walcador Controvant From	Air Quality/frame Person to 3.30 Tous Dalescod Dalescod Blass, Plad Safety Redail Autoria Air Quality Christia Change East, Wast Christia Change East, Wast Christia Change	Table 1995 (Pages Manager Design Stage) An an assessed of College and epithode in Acid, and in working to appeal on a group production to ECOT pains for 150 and to the 150 appeal on the 150 appeal on the 150 and the 150 a	The Contract ESS The Contract

					Mr Tadot Tadot, Dear Tadot.	See Comment #5
					These been an East Austin resident for over 20 years. Traffic on 135 is certainty a problem that needs to resolved, but expansion will only expand the problem. We need a solution that is forward thinking that will encourage walking, blving, and	
					public bariest. I want community alternatives such as Reconnect Austin and Partheric35 to be fully studied and considered. There are many cises that have found solutions to growth and traffic that create a better, safer, and healthier environment. (Purtland	
				Do not widen/no build	In food in Cost Dear Tool () That leave in Ear Audion resident for one 20 years. Traffic on 25 is certainly a problem that needs to resolved, but expending will only appeal that problem. We need as substain that is forward thinking that will encourage waiting, shiring, and in the contract that is the problem. We need a substain that is forward thinking that will encourage waiting, shiring, and a substain that is the problem of the contract that is a substain to the problem. We need a substain that is forward thinking that will encourage waiting, shiring, and it is the contract that is a substain to the contract that is a substained to the contrac	
					Artifrea Arisi	
				Air Quality/Noise	The highney noise is already intolerable, not to mention the air pollution being emitted. Adding more lanes means adding more cars and more noise and pollution.	See Comment #34
				Recial Justice	Also, a larger highway will only further divide the Eastside and downtown and destroy the neighborhoods that surround ISS.	See Comment #3
186	Andrea Ariel		1		MobilitySS Program Managar Tommy Atrego,	See Comment #4
					Date May Design. These beams of Earl And action resident for one-20 years. Traffic or CEs is entering a problem that meads to require all and only expected the problem. The signary cross as always instituted as, not to mention the air printing height problem. The signary cross as always instituted as, not in medical that are considered as a signary of the problem being distinctions continued to the continued as a signary of the problem being distinctions continued to the continued as a signary of the continued	
					emitted. Adding more larnes means adding more cars and more noise and pollution. Also, a larger highway will only further divide the Eastside and downtown and destroy the neighborhoods that surround ISS.	
					and FL Worth are examples, 4 fightway expansions for the second of the s	
				Community Alternatives	I support usering more time to crease a causer securior. Under time transcriber to see processer more a processer more processer more approximation for the good or Auton City Goundaria and other respectantiatives to stand up for me and my Establish enight town to strongly oppose Thorit splans for 155 expansion. Sincerelly,	
					Arstrea Ariel	
				Bike/ped safety	We need a solution that is forward thinking that will encourse walking, biking, and public transit.	See Comment #30
407				Do not widen (no heild		
201	Andrew Comon,			DO HAL WIGHT HIS DOILG	Mobility55 Program Manager Tommy Abrego, 15, The resident of least Audin and also a cert in effects, in the industry we like to say that "Cars are like a gas, They fill up the space you give them." We've seen so many examples across the US of highways meant to relieve congestion and	See Constants #2
					instead it just encourages more driving and more car use. Andrea DuMont	
				Multimodal Transportation	If releving congestion were really the objective then we should reconsider the solution - more ways to incentivitie and enable non-single driver methods.	See Comment #20
					Mobility35 Program Murager Tommy Abrego,	See Convenit #S
					Materials Represent Manager Temmay Anager. Materials Represent Manager Temmay Anager, and a market of familiar Street the Will Loop supplemental repose the LSS importance because of our of bullete it will know problems without to completion and traffic, but all make them sents. The dubtion of a distance of the Lad and the last Street is an extended and the Loop and	
					Downtown and the East side is a blernish on the city and expanding the divide is not future looking. I am in support of studying attendance solutions that include re-directing instruction traffic going through the city and making LSS a multi-modal stress level boundaried to promote various forems of tressportation. Neglishwe preparations create men issues than the type of well and long tressports or to use instructions for more of tressportation. Neglishwe preparations create men issues than the type of well and long tressport on use instructions for more long transcriptoristion. Neglishwe preparations create men issues than the type of well and long tressport on use instructions for more long transcriptoristics. Neglishwe preparations create men issues that the type of an all resident preparations from the transcriptorists.	
					words (like to recomment you check out Nethandbless (https://www.scruble.com/c/nopusibless) and StrongTowns Media (https://www.scrungtowns.org/scrubles) to learn more about urban planning and what makes great cities. I feel that Austin. above sidth means of fiftee only a centers in the 18.5 have	
188	Andrea Schmidt	3/2/2023	Email	Do not wider/no build	This is the In-SS expension is a temporary basin-sid and not a strategy control two troops control two troops and the strategy control two	
					I sepect DOOT, the Austro City Counce, and other representatives to help my vices get heard in this debate; I want to call Austria home piece given, and I want the city to improve and not become another paved metroples the Datas or Mouston. My vices in for Austria in the Las elementaries to the Council and Section in for Austria in the Austria in the Las elementaries to the Council and development can do. Revise on on the Las fail to the Search traps that every referred this fail fails to the same piece. And is fail to the Search cert city has failthen and the Council	
					irins. Let's be different. Thank you for your firms and consideration. Please do look into the resources I mentioned above.	
189	Andrea Scott		VOH	Do not widen/no build	Like in the Chamywood registerhood of Audios, a the bishood away from 155. Thirdy control about what life will be like along the each yell an proposing. Both in terms of shall, note, and general factors demyinding the first Observation Registerhood Association has paid furth in that stress, and also you to strongly consider their suggestions. Thank you, stress don't.	See Comment #5
					disruption. While that annixing youthers in the background, I went to vices some other concerns, and advocated for some things I am encouraged by cause of the control with the control of	
					Andrea Scott	
			l i	Latent/Induced Demand	First and foremost, I do not subscribe to the notion that expanding the highway by adding more laines will needly the traffic situation – I wholeheartedly believe it will be about the same in no time, as research has repeatedly borne out (for example: https://www.sciencedirect.com/science/article/abs/pii/5096101006000303).	See Comment #18
					The repleased both is that (the teamings, fright,) with authorized according according to the study and purple control of the study according to the study accor	
				Reroute to 130	In general, I iam very much in favor of returning I-55 to its former status as a boulevard thoroughfare, and re-routing traffic to 59+190.	See comment #3
				Caps/Deck Plazas	If the project must go forward, I am encouraged by a few things; the removal of the upper decks past Dean Kenton, and the inclusion / construction of caps in certain sections in addition to this work,	See Comment #42
					If the project most go librariant, I am encouraged by a few things the removal of the upper decks pead Dean Keebon, and the inclusion / construction of cape in certain sections. In addition to this sork, however, I most level in project level in the bit in project level in the late of contract level must level or must leve	
		1/31/2023				
190	Andres Lasera	1/31/2023	Email	General support	Duer Chairman Bugg and Commiscioners: Third you for recogniting that 135 strough Audin is one of the most congenied nisdowy agrients in the State of Teass. As this seriously cubbled residuely as their collect to Made 13 week. The state of Teass and Teass should call for the State of Teass and Teass should call for the State of Teass and Teass should call for the State of Teass and Teass should call for the State of Teass and Teass should call for the State of Teass and Teass should call for the State of Teass and Teass should call for the State of Teass and Teass should call for the State of Teass and Teass should call for the State of Te	See Comment #S
191	Andres Ramirez		MyCapEx Website - Comment Form	Do not widen/no build	Earn very concerned about the proposed 1-SS expansion. As a long-time resident and homeowner in one of the neighborhoods where the expansion will take effect, this only seems like a short term fix, and not a long term solution to increased traffic. Increasing the lains will only encourage more traffic in this area. There is more than 1 option, and this calls for the bind of progressive, forward thirtking that	See Comment #5
					Austin is known for.	
				Community Alternatives	lagree with the plans proposed by Rethink 135, focusing on more community-based solutions that emhance public transit and if necessiary, routing non-local traffic outside Audin to reduce traffic (not to	See Comment #4
					maitién pallulion).	
192	Andres Rodriguez	3/7/2023	MyCapEx Website -	Do not widen/no build	What is currently being done to improve ISS in Austin?	Sax Comment #5
		1,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Comment Form		What is currently being done to improve 135 in Austin? What can the public of Austin do to help improve 135? Thank you	
193	Andres Villa Claros	1/31/2023	MyCapEx Website - Comment Form	General support	For the love of God please do this. Not only will it improve transportation between done the most populous cities, but also add lots of tourist appeal to people looking to visit us.	See Contrast #8
			Comment Form			
ID.	Commenter Name	Date Received	Source	Topic	Comment	Regones
194	Andrew Artit			Do not widen/no build	MobilityS Program Manager Tommy Abrego,	Saw Comment #5
					MobilitySS Program Manager Domny Abrego. Lam Andrew Arts of Austin TX, and is strongly oppose the 135 expansion as prospeed right now. Thanks you for readile W. West necessaries a plant that obsert values a bendade fix on congestion which will only require more expansion to keep up, Andrew Artst.	
				Reroute to 130	I am for routing major traffic around the city and expanding 130 while making downtown Austin roads an interconnected thoroughfaire with expanded public transport.	Seconment #3
					Mobility35 Program Manager Tommy Abrego,	Sun Comment 45
					less, against expension of 1.55 cent the coverage plane. The is take should bey 120 and make that 55 white remining a bundement down "East Research". There is no reason we need highways into the contract of our desertations. To do in it is completed distanced from the contract of the c	
195	Andrew Brandt	3/7/2023	Email	Do not widen/no build	If it didn't know any better, I would think these plans were desem the same time the Kay Freezey was down. That aborimation of a cap goes to show that or matter how many lanes you build, the staffic will fill the same time the Kay Freezey was down. That aborimation of a cap goes to show that or matter how many lanes you build, the staffic will fill the same time to be a cap and the same time to be a cap and the same time to make the plant which would add not make the plant will be a cap which would add not needed mission strangeduction. Let's not know propaging the same matter, it would be the way that was 51 arming from the plant will be a cap and the plant will b	
					options. Please recommider year position, Dreve Brandt	
				Bike/ped safety	If there my name is Andrew Codetts. I'm resident of the city of Austin. I have a lot of experience in Austin - related 135 as well. If I can to University of Tessa in Austin everyday with my daughter and I drive on	See Comment #30
					SS regularly at various times of day on the week and the weekend, so I understand the value of both use lares for pedestrians, the confusing at around as well as you'll need to drive on 35 obstroatly it's greatly appreciated when it's possible and you know it's read point the worth that everyone's droing on this project of possible that it's time and anyone we can it advance to be marked on which existing not the worth inclineate to possible worthing on the complete that it's time and anyone we can it into the marked on which existing not the complete that it's time and the water than the same and the worthing not the complete that it's time and the water than the water and the water than the water tha	
					At these my reason as Actions Coastan, firm excited of the copy of Audion 1 hours a total dispersece in Audion. Access and the San well. If I can be bit inventing of Taxas in Audion energings with my daughter and of this exit. 3.55 regularly or services times of day on the well and the several of the several o	
196			Voi	Public transit / Multimodal transportation	To make important to come up with new ways for treast to be more efficient in the oily for people all across the oily and also pediatries, cyclists for those who are needy. Again it is a living forestiming city, it doesn't each in a vaccium to past adding more lakes in right execution data the city but in frost of the city againg to create more perclaimed but is existed of the highway feet. So perhaps in addition to having it more easily for cyclists and advicables to the city and according upon the value of the city and the city an	See Correlat #13
196	Andrew C	500,000	mai	Multimodal transportation	potent is teat in a vacuum so you aroung more takes might work outside the city but in front of the city is going to create more problems that exist outside of the highway itself. So pichaps in addition to having it more easy for cyclists and pediestrians to cross also certify up with ways to diwert traffic that's going through the city rather than having some San Amonio Dallas go straight through downtown nearly	
				Reroute to 130		Seconment #3
					And these missions in \$250 is controlled from \$250 is controlled from \$150 is	
					Dear Chairmen Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often	See Comment #8
197	Andrew Cornwell	2/7/2023	Email	General support	called the Mater Shreet of Texas, all Texas is should call for bod and decision action to transform this critical shelpth of inflation/clave into a readminy that, will accommodate the rapid and immension growth we are experiencing in our great State. Accordingly, I am writing today to express my compiled support for the 1-35 Cephal Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Thanks, Andrew Comwell Sent from my Plotone	
197	Andrew Corresell	2/7/2023	Email	General support	Our Chammes higg and Commissioners. That you for recogning that 1.55 frough batin is not of this must congraind coulting supports in the 30st of Feas. As this seriously actitated countery is determined by the Counter of the Section	
197	Andrew Cornwell Andrew Contes	2/7/2023 3/8/2023			cases had been fined in the same of the sa	des Connect #33
197			Email MyCapEx Website - Comment Form	General support Public transit / Multimodal transportation		The Connect #13

		1			Part Palmen Barrar of Companions Dark on the companion Dark St. Storet Artists in our of the companion in the Dark of Companion and the Companion of	See Comment #8
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously addited methway is offer coaled the Main Street of Texas. As this seriously addited methway is offer coaled the Main Street of Texas and Texas and the State of Texas and Texas and the State of Texas and Texas a	30 (30)
199	Andrew Dickson	2/7/2023	Email	General support	Accordingly, I am writing fooding to express my complains support for the I-SS Capital Express Central design as proposed by TuCOT. Thank you for your consideration of this request. Andrew Dickson Managing Director Mutifa	
200	Andrew Dillon	1/18/2023	Email	Do not widen/no build	It's 2023, the car is not the future. Why wisde all this money when Austin could innovate a real solution, is it true that you have already agreed the contracts with the builders who will make a fortune from	See Comment #5
					this old 20th century response to traffic problems? Use dynamic modeling TxDOT., you have always been poor at predicting what is needed and now you are costing this city it's future.	
201	Andrew Dunklee	2/11/2023	MyCapEx Website -	Do not widen/no build	Please don't demolish north of 45th street. that is all	See Commant #5
			Comment Form			
					First, Lunderstand the need to improve and update 135. I am impressed by the amount and thought and planning must have hed to this encleave. 18the 6VT. Action with my designed pictors north central Assist. I also one regularly in the City, including on 155, to have deriven knowledge of the city and highway. 18the 6VT. Action with my designed pictors north central Assist. I also one regularly in the City, including on 155, to have deriven knowledge of the city and highway. 18the 6VT. Action with my designed pictors in the contract of the City and highway. 18the 6VT. Action with my designed pictors in the contract of the City and highway. 18the 6VT. Action with my designed pictors in the City and highway. 18the 6VT. Action with my designed pictors in the City and highway. 18the 6VT. Action with my designed pictors in the City and highway. 18the 6VT. Action with my designed pictors in the City and highway. 18the 6VT. Action with my designed pictors in the City and highway. 18the 6VT. Action with my designed pictors in the City and highway. 18the 6VT. Action with my designed pictors in the City and highway. 18the 6VT. Action with my designed pictors in the City and highway. 18the 6VT. Action with my designed pictors in the City and highway. 18the 6VT. Action with my designed pictors in the City and highway. 18the 6VT. Action with my designed pictors in the City and highway. 18the 6VT. Action with my designed pictors in the City and highway. 18the 6VT. Action with my designed pictors in the City and highway. 18the 6VT. Action with my designed pictors in the City and highway. 18the 6VT. Action with my designed pictors in the City and highway. 18the 6VT. Action with my designed pictors in the City and highway. 18the 6VT. Action with my designed pictors in the City and highway. 18the 6VT. Action with my designed pictors in the City and highway. 18the 6VT. Action with my designed pictors in the City and highway. 18the 6VT. Action with my designed pictors in the City and highway. 18the 6VT. Actio	See Comment #20
					Learn an overview with with a current 1-25 great with manifestation and control that are a reconstructed that the current 1-25 great with manifestation and control that are a reconstructed that the current 1-25 great with manifestation and control that are constructed that the current 1-25 great with manifestation and control that the current 1-25 great with manifestation and control that the current 1-25 great with manifestation and control that the current 1-25 great with manifestation and control that the current 1-25 great with manifestation and control that the current 1-25 great with manifestation and control that the current 1-25 great with manifestation and control that the current 1-25 great with manifestation and control that the current 1-25 great with manifestation and control that the current 1-25 great with manifestation and control that the current 1-25 great with manifestation and control that the current 1-25 great with manifestation and current 1-25 great with manifestation and control that the current 1-25 great with manifestation and control that the current 1-25 great with manifestation and current 1-25 great with manifestati	
					There is some improvement for the ability for pedestrians and cyclists to cross I-35, but this is mainly near downtown. Currently, it is extremely risky to safely cross I-35 as a pedestrian or cyclist. This NEEDS to change across the thoroughfare. We NEED to be able to cross I-35 safely.	
					Moderning the second SS sales, For makings, the processed interchange A report books promising—but the walkways for peak and opclicate are an effective depth of the processed interchange A report books promising—but the walkways for peak and opclicate are an effective depth of the processed interchange and report books promising—but the walkways for peak and opclicate are an effective depth of the processed interchange and report books promising—but the walkways for peak and opclicate are an effective depth of the processed interchange and report but the peak and opclicate are an effective depth of the processed interchange and peak and opclicate are an effective depth of the peak and opclicate are an effective de	
					choices for thamselves and the environment. Your team is working on such an important project that will impact our community and population for years to cores. Please continue considering Austin residents, their health, and their ability to transit within their city as you refine your plans for	
202	Andrew Gaudet	2/26/2023	VOH	Multimodal Transportation	1-35. Thank you.	
203	Andrew Glazenr			Do not widen/no build	MobilitySS Program Manager Tommy Abrego, I am unsure which communities are asking for highway expansion. It is my belief that the impetus for this project is to maintain full-time employment for 1xXXV engineers and staff.	Sau Corrent #5
					Continued to program the second of the continued to the c	
					The short-agenda resulty of legitimary expansion in dischapposativity, it would expect more from transportation professionals. This project would destruct from the asphalt greycape you unjustly subject communities across the State to. This project would destruct from the asphalt greycape you unjustly subject communities across the State to.	
					Tracte, you	
				Ballintoner (M. W	Nobody has voted for more highway larses, however, residents have expeatedly voted for more infristructure to support public transportation and non-motorized modes of travel.	Par Courses #19
				Public transit / Multimodal transportation	nozozy nas vorso nor mone nigrawy writes, however, nesidents have expeatedly voted for mone infrastructure to support public transportation and non-motorized modes of travel.	See Comment #13
204	Andrew Hairston			Do not widen/no build	Mobility's Program Manadar Tomms Breats	See Comment #5
204	ANTEW DEIDLON			DO not wastyno build	MobilityS Program Manager Tommy Alreage. My name is Active Historic, and the a resident of east Austin. I oppose the expension of 1-SS, I write to urgly you to do everything within your power to half the expension of 1-SS. History and the present demonstrate that, especially across the American Zoon.—History expension does not be to more the problem of suffice that it purposes to solve.	
					Andrew Hainton	
				Recial Justice		Sec Comment #3
				TORUS AUGUS	Moreover, opposing highway expinsion advances the cuses of noise) patics in the twenty-first century. As Black and Brown residents of east Audin strive to survive, allevising their concern that they will be displaced by highway expansion should be a priority of policymakers.	
205	Andrew Lane	2/24/2023	VOH	Caps/Deck Plazas	Determined maintains with an unban brokessed over the two. Can and stitch is the riser operator of wealth for the rise. Researchess chases exhibit histor to the needs who like here. Livray van northable.	See Comment #42
		4,1,1,1,1			Underground maintime with an unknot bookward over the top. Cup and softch is the clear generator of wealth for the city. Please pickes please admistly listen to the people who live here. I know you probably want. Too! probably post middle, show, and power for the city. But soft, if pray that some bright eyed young planner is there looking at these with a desire to change things and a desire to actually only this monatoready and recovered out city.	
					I five in the Wilshire Wood Neighborhood (WWD1).	See Comment #9
					I have to the finitions Word Singuistancian (WIDCS). Also, This of pass in both such discharge large of Williams (Milliams Singuistancian) (Williams Singuistancian) (William	
				Witshire	children. We carrect have a new, major arterial road created in our neighborhood, solely based on TXDoT's interest in correcting E. 41st St. And Wilshire Blvd. Thank you.	
206	Andrew Leveck		MyCapEx Website - Comment Form		The Market Summers is challenged as the design of the second of the contract processes of the second	See Comment #34
				Air Qualits/Noise	The properties of the properti	
				Air Quality/Noise	mitigate noise effectively. The faiture of TXDOT not to design a contiguous sound wall in such a way will result in a divit liessuit by Withhire Wood residents, seeking collective action from TXDOT for reductions in property values, damages from noise pollution, and violation of federal lies. By not proposing the simple solution of moving sound walls adjacent to the highway, TXDOT will have failed to meet the federal requirement. TXDOT needs to build a sound wall next to the highway that	
					is adjacent to Witshire Wood. If Tothof does not, we will sue you, and we will win.	
207	Andrew M	3/6/2023	VOH	East/West Connectivity	a subject of this block. The state of the s	Sax Comment #20
					Further, it is also already very difficult and unsafe to cross 35 by foot or by bike at any intersection between 12th and 51st at least, with only the crossing at the Hancock center feeling at least somewhat safe (probably because it's not really a whiled crossing, as it dumps into the Hancock parking lot and is not a true east/west street; I understand that the north/scuth flow of buffire needs to be improved, but I hope that the east/west connectivity is not further sacrificed as a result,	
					and if anything it is in desperate need of improvement. I fear that even the best plans shown publicly so far seem to make or keep it difficult for east Austinites to access the rest of the city they live in, as the widening of 35 just pushes east Austin	
ID	Commenter Name	Date Breedings			further away and isolates it that much more.	
		Date Received	Source	Topic		В ерустия
		Date Received	Source	Topic		Requirisés See Connect #8
		Date Received	Source	Topic		Response See Connect #A
		Date received	Source	Торіс		Responses Too Connect 48:
		Date Naceries	Source	Topic		Regioners See Construct #5
208	Andrew M Graff	1/12/2023	Source Email	Tepsc General support		Management Sile Construct 643
208	Andrew M. Graff		Source Email	Trans Clement support		Regionals See Contract #S
208	Andrew M Graff		Source Small	Topes General support		Propones See Connect 48
208	Androw M Graff		Source Email	Topic General support	Fairbox as age of solition to the curve comment. In the product abstraction, being an act factor resident, I have briefly the product abstraction, being a control for solition and the product abstraction. The product abstraction is to product abstraction in the product abstraction in the product abstraction in the product abstraction in the product and the product	Managements Size Construct #8
208	Andrew M. Graff		Source Email	Trave Central support	Comment A. 1 heads the is provide comments on the profement destination steps are an investment of the comment	Regional The Contract #5
208	Andrew M Griff Andrew McClistic		Source Email	Topic General support General support Bitaryand subtry	Comment A. 1 result has a provide commentate on the preferred adversariate on the preferred adv	
209	Andrew M Graff Andrew McClistic Andrew McClistic		Source Ernail Ernail	Trave General suggest General suggest Discipled authory Discipled authory Discipled authory	Comment A. 1 result has a provide commentate on the preferred adversariate on the preferred adv	
208	Andrew M Graff Andrew McClistic Andrew Modile		Email Email	Trajec General support Other, year auding Do not solder, two build	Comment A. 1 result has a provide commentate on the preferred adversariate on the preferred adv	Time Constitution (6/20)
209	Andrew M Graff Andrew McClints Andrew Moodie		Email Email	Trace General support Giveryed solvey Do not widen/no build	Comment A. 1 heads the is provide comments on the profement destination steps are an investment of the comment	Time Constitution (6/20)
209	Andrew M Graff Andrew McDintsc Andrew Moodie		Ernal Ernal	Blike/ped safety Do not widen/no build	Comment A. 1 heads the is provide comments on the proferent destination in the dest	Time Constitution (6/20)
209	Andrew M Graff Andrew McClintic Andrew Moclintic		Ernal Ernal	Trajec General support Disaryosa sadiny Do nel wedan no build Public transk / Mujfirectals brangerioten	Comment A. 1 result has a provide commentate on the preferred adversariate on the preferred adv	See Connect 452 See Connect 45
209	Andrew M Guilf Andrew McCirilo: Andrew McCirilo: Andrew McCirilo:		Ernal Ernal	Blike/ped safety Do not widen/no build	Comment A. 1 heads the is provide comments on the proferent destination in the dest	See Connect 452 See Connect 45
209	Andrew M Guilf Andrew McGuriec Andrew McGuriec Andrew Mode		Email Email	Blike/ped safety Do not widen/no build	Comment A. 1 heads the is provide comments on the proferent destination in the destination in the destination destination in the destination of the proferent destination in the destination in the destination of the proferent destination in the destination of the proferent destination in the destination of the proferent destination in the destination in the destination of the proferent destination in the destination in the destination of the proferent destination in the destination in the destination of the proferent destination in the proferent destination in the proferent destination in the prof	Too Contract #30 Des Contract #3 Des Contract #3
209	Andrew M Gulff Andrew McGiribe Andrew Modile Andrew Modile		Ernal Ernal	Blike/ped safety Do not widen/no build	Comment A. 1 heads the is provide comments on the proferent destination in the professor destination, and the provide comments on the professor destination in the destination in	Too Contract #30 Des Contract #3 Des Contract #3
209	Andrew McDiresc Andrew Moodie	1/12/2023	Email	Disa pad safety Do not widen/no build Do not widen/no build Public transit / Multimodal transportation	Comment A. 1 heads the is provide comments on the proferent destination in the destination in the destination destination in the destination of the proferent destination in the destination in the destination of the proferent destination in the destination of the proferent destination in the destination of the proferent destination in the destination in the destination of the proferent destination in the destination in the destination of the proferent destination in the destination in the destination of the proferent destination in the proferent destination in the proferent destination in the prof	Too Contract #30 Des Contract #3 Des Contract #3
209	Andrew McDiresc Andrew Moodie	1/12/2023	Email	Disa pad safety Do not widen/no build Do not widen/no build Public transit / Multimodal transportation	Comment A. 1 heads the is provide comments on the proferent destination in the professor destination, the control of the professor destination is professor. A few professor destination is professor destination in the	Too Continued #30 Doe Continued #3 Doe Continued #3 Doe Continued #3
209	Andrew McDiresc Andrew Moodie	1/12/2023	Email	Disa pad safety Do not widen/no build Do not widen/no build Public transit / Multimodal transportation	Comment A. 1 heads the is provide comments on the proferent destination in the professor destination, the control of the professor destination is professor. A few professor destination is professor destination in the	Too Contract #30 See Contract #3 See Contract #3 See Contract #3 See Contract #5
209	Andrew McDiresc Andrew Moodie	1/12/2023	Email	Disa pad safety Do not widen/no build Do not widen/no build Public transit / Multimodal transportation	Comment A. 1 heads the is provide comments on the proferent destination in the professor destination, the control of the professor destination is professor. A few professor destination is professor destination in the	Too Contract #30 See Contract #3 See Contract #3 See Contract #3 See Contract #5
209	Andrew McDiresc Andrew Moodie	1/12/2023	Email	Disa pad safety Do not widen/no build Do not widen/no build Public transit / Multimodal transportation	Comment A. 1 heads the is provide comments on the proferent destination in the professor destination, and the provide comments on the professor destination in the destination in	Too Contract #30 See Contract #3 See Contract #3 See Contract #3 See Contract #5
209	Andrew McDiresc Andrew Moodie	1/12/2023	Email	Bisaryani aufony Do net widen/no build Public transit / Multimodal transportation Do net widen/no build	Comment A. 1 heads the is provide comments on the proferent destination in the professor destination, the control of the professor destination is professor. A few professor destination is professor destination in the	Too Contract #30 See Contract #3 See Contract #3 See Contract #3 See Contract #5
209 220 211	Andrew McCarlos Andrew Moodle Andrew Moogan	1/12/2023	Email	Bisaryani aufony Do net widen/no build Public transit / Multimodal transportation Do net widen/no build	Comment A. 1 heads the is provide comments on the proferent destination in the professor destination, the control of the professor destination is professor. A few professor destination is professor destination in the	Too Contract #30 See Contract #3 See Contract #3 See Contract #3 See Contract #5
309 310 211	Andrew McCarlos Andrew Moodle Andrew Moogan	1/12/2023	Email	Bisaryani aufony Do net widen/no build Public transit / Multimodal transportation Do net widen/no build	Comment A. 1 heads the is provide comments on the proferent destination in the professor destination, in the professor destination, professor destination, in the professor destination in the destination in t	Ins Convent 43 See Convent 45 See Convent 45 See Convent 45

Part	1	4				A more responsible approach to reducing congestion would be to reduce vehicular traffic through more and better public transportation. Doing so would also be more consistent with the city's goals for sosteroidable transportation.	Sec Communi 8.3
Mary					transportation	A more responsion is neutring congession would be to recipie venicular trainic prough more and better process transportations. Long so would also be more consistent with the city's goals for sustainable transportation.	Data Centralis #13
Mary						Paur Chairman Bud and Commissionery Thinks are for seconding that LSS through Austin is one of the most consisted markets seatment in the State of Texas, As this second markets in other	Sun Comment &S
Part						called the Makin Street of Teace, all Teaces should call for bodd and decisive action to transform this critical settled in Floridation in the Cardination and the Car	
March Marc	213	Andrew Shaw	2/7/2023	Email	General support	Senior Vice President, Residential Marketing & Development Heritage Title Company of Austin, Inc.	
March Marc						Nur fairne But and familiaries	The Country of the Co
March						Their per for conguling that LSS through Auton is one of the most congulated reaching segments in the State of Texas, all this service years and the Main Street of Texas, all Texas should call for bold and decisive action to be services the certification of the control of the services of the certification of the services of the servi	Jan Controller TO
March Marc	214	Andrew Shih	2/14/2023	Email	General support	Accordingly, I am writing today to express my complete support for the ISS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
March Marc	045				A		
March Marc	215	Andrew Sinnott			Do not water/no balla	We have 1 study of the second	Data Contract #5
March Marc						The intension highway system is a truly exceptional American innovation. However, it is time to rethirk how we modify highways for the 21st century rather than relying on paradigms of the 20th century.	
March Marc							
March Marc					East Allow Connection		For Comment #30
March					Lasy West Correcting	decides ago.	July Controlling & Add
March					Resinance/Basistantial Disetanament	If would nataritistic impact facilities accounts down the abbrenish of hundred USS and atherest to nacks hostinations and residential deuteroment to florish	Sun Comment #21
Manual Part	216	Andrew Useche	3/7/2023	Email	Do not widen/no build		San Comment #5
Manual Part						At the same time that cities across the courts, and across the world, are waking up to the fact that highway widening is a waste of money, TuDoT is still stuck in the past. At the same time that cities like DC, NY, Seattle, and LA are looking to new trainst projects to reduce traffic, TuDOT still thinks that cars are the only way to get accord. Get with the program. This isn't new. More lanes is not a permanent solution. Transit is a permanent solution. Sidewalks and bits lanes are permanent.	
The column The						isolation. Teass can not repeat the mistakes of the past, buildcoing its neighborhoods to replace them with even more diagged lanes. Our transportation have to move forward, not backwards. No 135 explanation.	
The column The							
The column The	217	Andrew Vernooy	3/7/2023	Email	Do not widen/no build	Deat TNDOT The further expansion of R1 35 is insane. In the end Austin's downtown will be destroyed by lack of planning and more people will loose their lives, as there is a limit to the safe width of an interregional readway. Eventually, TNDOT will be legally	San Corresont #5
The column The						These to its puries: Religionismosting and the costs, less the approximation. Parks before, religionismosting and the costs, less the approximation. Parks before, religionismosting and the costs are approximated as the cost of the c	
March						Tananan Tananan Canada	
Part			1				
***	218	Andy	1/20/2023	MyCapEx Website -	Regional Connectivity	Rovive the Lone stair rail proposal	See contract #1
***				Comment Form			
Market M						MobilitySS Program Manager Tommy Abrago, Tama a notices of Control Aurolin 1 have found from North away from the 195 frontate most for 10 ways (100005 ToO)TITy place for 195 and 1000060 amounts in the ball have be assessed in the ball have been assessed in the ball to be a second or 195 and 1000060 amounts in the ball to be a second or 195 and 1000060 amounts in the ball to be a second or 195 and 1000060 amounts in the ball to be a second or 195 and 1000060 amounts in the ball to be a second or 195 and 1000060 amounts in the ball to be a second or 195 and 1000060 amounts in the ball to be a second or 195 and 1000060 amounts in the ball to be a second or 195 and 1000060 amounts in the ball to be a second or 195 and 1000060 amounts in the ball to be a second or 195 and 195	See Comment #5
Part						or to walk over to Mueller Park, or to Nature's Treasures to support an Austin local business. These places are less than a quarter mile from me, and yet crossing over the bright that is the interstate makes the trip at least twice as long, not to	
Marchan Marcha						Fighting expensions DONT work and expending ISS across some of the most economically and culturally wherein core of certain Auditorial CENT HEXP President, it makes it women. ISS expansion ruins the quality of life of the people who tree in the NEXE-INFORM CONTROL FROM INFORMATION CONTROL FROM I	
Marchan Marcha					Do not widen/no build	Every sample of urban planning, such as the Retrink Plan, that uses a combination of nersuring traffic, covered businesses, builds transit for local traffic, has worked. Austin's traffic and transportation solutions should reflect the forward-inhibitor. Immovine sorth that makes Audit State Out, and the decides-do fold obtained methods covered sections and earlier.	
Part	219	Andy Bishop				1 OPPOSE TIXOD's plans for I-35 and I OPPOSE expansion. Andy Bishop, Central Austin Resident	
Part							
Part					Recial Justice	The history of 135 is one of redlining, SEPARATING people and DN/DNG the city. This is not a legacy that we want to be engendering any longer.	See Comment #3
Part					Air Quality/Noise		See Comment #34
	220	Andy Coco			Do not widen/no build	Mobility55 Program Manager Tommy Atrego,	See Comment #5
Formula Medical Property of the Control Property of th						Audin toges to be a vision of a figuratic, dynamic, gorgeous dpt, night? No one warks to become IA visus on the road! We need to think way further ahead in the future. 1 expect City Counci, ThOOT, and my representative to be standed up for mean defines who live cision enough to 35 (pure count). The council that must not be to be impacted by its pollution and certain congestion. Whatever size container you create, that's	
March Marc						the amount of traffic that will flow through it, eventually. It's time for a REAL vision, and there are many visionary plans laid out to choose from. I urge you to consider RelThink 35.	
March Marc					A	Land Albi Manual	
April							
The sequence of the time of the content of the cont					transportation	Total sense, management and the strength of th	Jan Controller 42
The sequence of the time of the content of the cont	221	Andy Gold	3/7/2023	Fmail	Do not widen /no build	Mobility (S. Ponssium Maraulan Tonomy Abrado	Sur Connect #S
Manages 12		,	4,7,222			This expansion will destroy small businesses and people's homes, it is harmful to the community Andy Gold	
Manages 12	222	Andy Liddell			Do not widen/no build	Mobility's Program Manager Tomms Abredo.	See Comment #5
Manages 12						I'm a long time Cherrywood resident opposed to the expansion of 155. All credibles studies show that expanding highways does not releive congestion. 1.35 destroyed vibrant neighborhoods when it was first builty wildering it will require that of low wound and residence, nather than remove, their chains between exits and week, exists.	
Page Market Mar							
Contract Fine Contract Fin					Reroute to 130	Route SS around the chrimiteed, 130 is a bentrust, undersed tolf road, Let's not strought traffic there, can SS, and use the former SS conduct for local traffic.	Secomment #3
Contract Fine Contract Fin	223	Andy Rowell	1/31/2023	MyCapEx Website -	Regional connectivity	believe commuter rail between San Actions and Austin would be ecolatically sensible, economically visible, and more socially responsible then expending or constructing automative histories.	Secomment #1
Contract from Co				Comment Form			
Someway Book Someway Source So	224	Andy Ruiz	1/31/2023	MyCapEx Website -	Regional Connectivity	We definitely need trainsit to Austin. Maybe one day from San Antonio to Austin to Houston then Dallas	See commant #1
23 Any Same 27/203 East Comment 43 27/203 East Commen				Comment Form			
Angle Design Clark Pages Clark Description Search	ID	Commenter Name	Date Received	Source	Topic	Connect	Reportes
Angle Design Clark Pages Clark Description Search						Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outstand readway is often	See Comment #8
Figure 1 September	225	Andy Somers	2/7/2023	Email	General support	Accordingly, I am writing today to express my complete support for the 195 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Andy Somers Clarent Devicement Device	
Process to \$1.50 Angles Brow Angles Br			1				
Process to \$1.50 Angles Brow Angles Br	226	Angela DeSantis				MobilitySS Program Manager Tommy Abrego, Tama a societar of Sacrifor Traces of 1951, in process than benefit to test 1.55 appropriate read this 10 year recognition project will increase prospection in the long run and does in the recognition of a long or additional control of the recognition of a long or additional control of the recognition of the long run and does in the recognition of a long or additional control of the recognition of a long or additional control of the long run and does in the long run and does	See Comment #5
Process to \$1.50 Angles Brow Angles Br					Do not widen/no build	public transit project and welfactority. As a physician, i see patients that are regularly impacted by spending their time in a car instead of walking/thing and public transit. If we want a more healthy city/population we can not allow this disease.	
Agis Dan Agis D						think you	
Minimal Includes 150 February Section 150 February					Reroute to 130	I support using SH 130 as an alternative pass through and using I 35 as a boulevard since it cuts through the coty.	See comment #3
Final to take of the section of the final to take of the section o	227	Angela Dion	200,000		Public transit / Multimodal	Me TsDOT TsDOT, Houston his shown us that adding laines doesn't solve traffic problems. I'd rather see money go into public transportation cotions such as trains and streatours.	See Comment #13
Pages Group Do not selectly in black to apply any Pages of Service Do not selectly in black to the property of the Comment #3 Do not selectly in black to property of the Comment #3 All Young points property of the Comment #3 Pages from Pages Comment #3 Pages from Pages Comment #4 Pages from Pages Com					transportation		
May project support of the contraction of infogracy in Name of the contraction of infogracy in Name of the contraction of the c					Reroute to 130	I'dd like to see other solutions explored such as letting trucks divert to 130 for free. I don't want downtown to be one giant freeway. Reconnect Austin and Plathirk/35 have proposes that should be seriously considered.	Seconnet#3
May project support of the contraction of infogracy in Name of the contraction of infogracy in Name of the contraction of the c		<u></u>					
Public transal / Auditrional Transportation or Auditrional T	228	Angela Greco			Do not widen/no build	His Share, Many people say that the construction of highways in New York City is what began to tear apart the city's neighborhoods and sense of community- as well as cementing de facto segregation. I would like to	See Comment #5
Example of the second of the s						use NTC as a cautionary tale, especially because Austin is a mid-size city in which public transportation hubs could really work.	
Example of the second of the s							
Business, Productional Disposewer Services (Services Services Serv					Public transit / Multimodal transportation	Please put funds toward expanded public transportation in Austin, not a bigger I-35. If you look at the areas of town that feel cultured and alive, it's the walkable ones. Cultivate that side of Austin.	See Comment #13
272 Anglish finance \$2,31,2003 Conference (Conference Conference C							
Comment Form collisions. With the directions that both colors are expanding, traffic will only get worse. One of my favorite trings about many large colors is their rail systems that simplify commutes and remove the need to find paining or sit in traffic, and I think							
we should bring that have.	229	Angela Rivera	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	A passenger rail between Austria and San Antonio would be such an improvement? Reads wouldn't need to be dogged with people driving between the crises, and fewer drivers on the road means fewer coties are expanding, traiffic will only get worse. One of my favorite things about many steps crises is their rail systems that simplify commutes and remove the need to find parking or sit in traffic, and I think	See comment #1
						we associal crising stream.	

230	Angle Sperandio	3/7/2023	Email	Reroute to 150	Material Strangers Manager Tomory Adopts, Suppose CECTIV part of Seal of appose separation. The Seal of Sea	Securioset #3
231	Angus	3/7/2023	VOH	Parks	To baid enough that you're numming (through a 35 redesign that very less Austinables want, and that everyone knows will do titlle to nothing to alleviate our traffic wore, now you're going to dose part of one of our most important parks for at least any year? Who is this supposed to serve?	See Comment #150
232	Ani Colt	3/7/2023	Email	Do not widen/no build	Mr hoot hoot,	See Comment #5
					In tool of cold? He was because of a size of process agreemen bus foreign now built. He was the facts and 455 and agreement being date by product for any pass of 28th. He was the facts and 455 and agreement being date by product for any pass of 28th. He was the facts and a size of the facts and 455 and agreement being date by product for any pass of 28th. He was the results of the alternatives put forward by Audit loaders in the lense are a better alternative. Please take their dates of the advent to open a better though your pass of the advent to the pass of the alternatives put forward by Audit loaders in the lense are a better alternative. Please take their dates to create under to down to Agree to though your pass of the advent to the pass of the advent to the advent by Audit loaders in the lense are a better alternative. Please take their dates the pass of the advent to the advent by Audit loaders in the lense are a better alternative. Please take their dates are a better	
233	Anissa Sabawala	2/7/2023	Email	General support	One Chamman Bugg and Commissioners: Thesis you for excepting that 1.55 frough, shade is are of the most congrated reading supports in the State of Fees, As this services published manking is officed. As this services published containing in the State of Fees, As this services published containing in the State of Fees, As this services published in the State of Fees, As this ser	Sac Commert #8
234	Arita Prewett	3/7/2023	Email	Do not widen/no build	Expose sequenting 1.55 order any of the 3 programs from 11.001, think buillas and desir often in Texas and annote the nation have excited to remaptive any ordiscar the registers registed in the register in the desirence of the control of the cont	See Comment #5
235	Anjii Mehta	Software		Do not widen/no build Community Alternatives	We hold TO/OCT Eachward commany placed be at least every 24 mile. All consign gover reciverys in hands should be deligned for 25mpl and be safe for all road cases. If consign gover reciverys in hands should be deligned for 25mpl and be safe for all road cases. I don't went to throw around Audit on an interdable fightery, whether in a car or by walking or boyching, I went safe, pleasant, and walkable and blassifies stream. Finant commanying alternatives to expension, reciding finances causes and the binding's stream.	See Comment 45
				Community Alternatives Air Quality/Noise		See Connent #4 See Connent #4
236	Ankit Singh Dogra	1/30/2023	Email	General support	Dear Chairman Bugg and Corresissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously cutdeted readway is often	See Comment #8
					Expension on Vision and Price of any other profilems, including as, water, and roan prillions, hand improved, but shade tripocals, and conducts. As of Teamon Bayes, and Associated Section (Associated Section Sec	
237	Ankur Patankar			Do not widen/no build	Manifest Regions Manager Terrors Orders. As a solicider Adular I for and popular Delivery State of organization of the properties of the	Sec Comment #5
				Public triansit; Multimodel triansportation	In most active, hassed fire depressed. Taking can off the most, not expending the most found, as the only solution that consistently proves successful. You are world take of a society are the solutions, not intended to a subtraction active active provided by the solution and an expenditure of the solution and a subtraction active	
238	Ann landeros	1,00),0008	MyCapEx Website - Comment Form	Woodland	We speake the change of the underground at InCSS and Microbiand-Assess and the distinuation or recording of the current on and off invespe at that broaden. Many families use that undergoes to transport citatives to sand from the neighborhood schrolols business InCSS and South Congess. Purcher, Woodland-Assess is a crodal link between perks and found businesses on either side of InCSS.	The 3D Could forms of unitro project reposed improvements include a prefetable and thought only revising at Woodland Avenue. ToOf the coordinated with the City of Audits to include this design to before accommodate managed laws arranged and a second an
				Recial Justice	Obey (It Modes of at RTS serply invasions and membrase the sald hothery of using RTSS as a barrier between communities of color in "sext" Audits and the amenities west of RTSS. In other words, Woodward to traffic outside RTSS perpetuities 1:0001's scolar past.	See Commert #3
239	Ann Landeros			Woodland	Assembly Regions Manager Entropy October. As on exposed to the great of 1000 ¹ ty reference in 1000 and or 1000	See Comment #238
				Reroute to 130	Our prisons advanced the operating CSE Seed entered to trough prising in secretal states in sections of the SEE SEED (CSE SEED of Texas, periting CSE) and section to the SEED of the SEED of the SEED of SEED	See connect 63
						See Comment #3
ID	Commenter Name	Date Received	So, me	Racial Justice Tools	On not down Monitorial as a throughful are committed. Soft otherwise dependent and programme and down and down and and are also as a few programme and and are also as a few programme and and are also as a few programme a	Amonto.
1D 240	Commentar Name	Date Received	Source	Topic	Noodinal on see druly the reads that common Learn Bod. to sook and Audin score IRSS. Thousands of commons use Woodinad to booms their homes on the west aid uset side of PSS. Legis communities of solar leve in the apartments using the Woodinad control from IRSS SWINGO seeks, becommonly seek, sociols, subcrease under their amendings on the west side of PSS. Surling down Woodinad at PSS will control their commonly seeks and their amendings on the west side of PSS. Surling down Woodinad at PSS will control their communities of side case of sich to be of segregation.	Reported 5
240	Concreenter Name Ann R DeSanctis	Date Received	Source	Resid Auto	Woodland is one of only three reads that connect Liminar Bod, to south east Austin across IHSS. Thousands of communar use Wellouid to access their homes on the west and east side of HSS. Large communities of color live in the apartments along the Woodland corrior from IHSS to Million Vices. Thouse communities use the parks, schools, businessess and other amentions.	Pargorants Data connect (3)
240	Commenter Name Ann R DeSanctis	Date Received	Source	Topic	Noodinal on see druly the reads that common Learn Bod. to sook and Audin score IRSS. Thousands of commons use Woodinad to booms their homes on the west aid uset side of PSS. Legis communities of solar leve in the apartments using the Woodinad control from IRSS SWINGO seeks, becommonly seek, sociols, subcrease under their amendings on the west side of PSS. Surling down Woodinad at PSS will control their commonly seeks and their amendings on the west side of PSS. Surling down Woodinad at PSS will control their communities of side case of sich to be of segregation.	Sea connect 4.3 Sea Connect 4.3 Sea Connect 4.3

					DO NOT ACCEPT THE PLAN AS CURRENTLY DESIGNED.	See Comment #5
					As an almost 30 year resident of Austin, fiving proximal to IH35 (between Dean Keaton and 51st 51), I am keenly aware of the traffic on IH35. While traffic is record setting, adding the extensive number of extra lianes will NOT solve the traffic	See Comment #D
					program. https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html PLEASE DO NOT ACCEPT THE CURRENT PLAN:	
				Do not widen/no build	The sound remove contributes businesses and fluiding of the project. Why do Austin tapayees have to foot the bill for the region and the state? * Early plans suggested TXDOT would pay for the project. Why do Austin tapayees have to foot the bill for the region and the state?	
				DO HOL WORK ON DOUBLE		
241	Ann S Graham		MyCapEx Website - Comment Form			
				Air Quality/Climate Change	*We need greater measurements of air quality during this "environmental" review	See Comment #18
				Water Quality	*Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)	See Comment #125
				Caps/Deck Plazas	* We should have more caps (bury the freeway in longer segments so we truly create connections between east and west)	See Comment #42
242	Anna Baker	3/7/2023	Email	Community Alternatives	Mobility35 Program Marajor Tommy Abrogo,	See Comment #4
	Baker				Mobility55 Program Manager Tommy Abrego. Have in Assist, rappose the separation of 19.5. 32 years of construction for a little bit of congession is not the solution to traffic in Audin. The solution is to Rethrin 1.35 and make Audin a more waisable and transit friendly city. Expanding 1.35 will part coarsen presently on the moment with construction. Also highway expansions are known to the get rid of congession.	
243	Anna Clements			Do not widen/no build		See Comment 45
					Making Stage to Makinger Tenner, Skriver Street, and the stage Tenner, and the stage Tenner, and the stage Tenner, Skriver Street, and the stage Tenner, and the stage T	
					tasses, city control, part this city and it's people before to demands of oil companies and car manufacturers for more highways and stand up against i-35 expansion.	
			l L			
				Community alternatives	There are a number of alternatives, including replacing 1.55 with a bodeward, increased public transportation, and safer toke routes that would serve to reduce the traffic on 1.35 while allo increasing access to safe and affordable transportation and protecting the nature and beauty of Austin.	See Comment #4
244	Anna Foster		MyCapEx Website - Comment Form	Do not widen/no build	The plan to bury and cap large sections of 135 through Austin is the best, most forwards-boiling method of improving the obje for decades to corne. Building pedestrian bridges over existing highways that require people to climb long ramps extending their trips is a waste of money, throwing good money after bad. This is a once-in-agent existing chance to get this right. "It is really expensive to be chasp."	See Comment 45
					The state of the s	
				East/West Connectivity	Improving east-west connections are visal to the future health of the obj.	See Comment #20
245	Anna Gingrich			Do not widen/no build	Mobility 25 Program Manager Tommy Abrego,	See Comment 45
	1		1 1		Em a resident of Travis county in Audin TX- and I oppose the current version of I-35 expansion. Highway expansions DONT work. They worsen congestion (as we saw with the Kity Freeway), air noise and water pollution, safety, and transportation options beyond driving, 10 years of construction for just a few years of congestion relief is NOT	
	1				sector is. Clear twarf to use an intendate highway for my local trips. I sepect TaCD, Austin Clin Chancel, and other representatives to stand up for me. Area Collegion.	
	1					
	1					
	1					
	1		l l	Latent/Induced Demand	this plan ignores Induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals.	See Comment #18
					Out Claims high get Commissions. It was not be required in 15 freely Justin to our of the most congenier readway segments in the Date of Texas. As this seriously contained readway is durin asked the Main Shore of Texas, all Texas should call for held and decisive action to security of the security decision and the security of the s	See Comment 48
246	Anna Hose	2/8/2023	Email	General support	action to transform this critical stretch of infristructure into a read-way that will accommodate the rapid and immense growth we are experiencing in our great State.	
	Hoge				льком надур, таки мення, кому не въргам научения вырыж (10° 016 1-35 Сыргын Саргава Сытын онавун на рефолько оу тяхого, темня усо изгуски согласивают се гла недыве.	
247	Arna	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	See Commant #5
	Anna Kaminetz				MobilitySS Program Manager Commy Abrego, Screening armilar failed to reduce traffic in Houston. This is a bad idea that will not solve our issues and will only create more.	
248	tono Vanit	\$10,000	VON	Do not widen/no build	Don't expand 391 The businesses along it are valuable and more laines will mean more traffic.	See Comment #5
240	All a Parmit		VO.1		Please diver this investment into public transportation.	See Correct 43
				Public transit / Multimodal transportation	Please divert this investment into public transportation.	See Comment #13
249	Anna Kurtin				Making Singhers Manager Temps driving. Making Singhers Manager Temps driving. Making Singhers Manager Temps driving a larger of seal	See Comment #5
					My name is Anna Kurtin, and I am writing as a longitime resident of Austin who gives up in and has parents living in Georgetown. Going between Georgetown and Austin involves driving down 1-35, and it is clear from the daily congestion that unfortificing are needed from this involvent or more information consistent or more information or more involvent or more information consistent or more information or more information or more information consistent or more information.	
				Do not widen/no build	species TAOTS current plans for LSS and species expensation of this road. It you destin and the Uniform the more the period of the product of the product of the product of the product of the period	
					commission, must redesting the miles, reducing recipions, the miles reducing recipions and the miles reducing recipions are miles reducing recipions and the miles reducing recipions are miles reducing recipions and the miles reducing recipions are miles reducing recipions and the miles reducing recipions are miles reducing recipions and the miles reducing recipions are miles reducing recipions and the miles reducing recipions are miles reducing recipions and the miles reducing recipions are miles reducing recipions and the	
					The state of the Value and the Control of the Contr	
			 	Latent/Induced Demand	TACOT's process in this project is flaved: It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flaved.	See Comment #18
					removals, and its traffic modeling is flawed.	
				Air Quality/Noise	Furthermore, highesy expansions don't work. They worsen congession (se I see when I drive on the Kally Freeway to visit family in Houston), air naise and water pollution, safety, and transportation options beyond driving.	See Comment #34
				A Quanty room	Subject distings	See Description
				Reroute to 130		See Comment #3
				Heroute to 130	I support the Rethrisk35 proposal, which seeks to route non local traffic through 5H:130 and transform I-35 into a vibrain, local boulevard. This is a smart solution and learns from the effects of previous highway expansions while meeting the needs of our local community. This proposal has been created by Tenans, for Tenans	See Comment #3
250	Anna McAuley	3/1/2023	MyCapEx Website - Comment Form	Do not widen/no build	I do not support the expansion of 84-35 or any of the proposed designs presented in the DEIS.	See Comment #5
					15, Please be sure to include east to west crossings with the I-35 improvements throughout austin and especially the central area, as a cyclist the crossing downtown is the most unsafe and about place to be on a bike in the city, please take	See Comment #20
	1				Present on course describe more consenging with the 1-2-2 improvements transported users in the consenging operation in the most created and an interpretate great or a present interpretation of the consenging operation in the most created and interpretate filt or present interpretation of the consenging operation in the most created and interpretate filter or a presentation operation of the consenging operation in the most created and interpretate filter or a presentation of the consenging operation in the most created and interpretate filter or a presentation of the consenging operation in the most created and interpretation of the consenging operation in the most created and interpretation of the consenging operation in the most created and interpretation of the consenging operation in the most created and interpretation of the consenging operation in the most created and interpretation of the consenging operation in the most created and interpretation of the consenging operation in the most created and interpretation of the consenging operation of	
	1			East/West Connectivity	. How an expose moving are currently as mount or tre regiment (ES PORICES, STREN, 1995, ARTHR.) ARTHR.	
251	Anna Moreno	200.000				
	1		 	Business/Residential Displacement	Please minimize home and business selbures	See Comment #21
	1			Reroute to 130	Divert 18 wheeler traffic to 130	See Comment #3
					Part Chairman Boot and Commissioners: Thank you for commission that 156 through Austria is not of the most contents.	
					called the Main Street of Texas, as Texas should call find bed and decision action to transform the control street or inflationation and the control street or inflation and the	
					Accordingly, I will writing loosy to express my complete support for the I-SD Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this request. Annia Monse: Commercial Escrew Assistant to Marganet Consales: Heritage Title Company of Austin, Inc. 200 W 6th Street Suite 1800 Austin, TX 78701. Heritage Titlec	
					that by wire fixed, Heritage Title Company must send Wire Instructions by encrypted e-mail only, Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as scon as possible to avoid funding delays. Thank you. COVID-19: Heintage Title Company respects your continuing right/desire to wear a mask. Masks are no longer required to	
					enter a Heritage office, but we would encourage you to wair a mask if you have NOT been vaccinated. Please DO NOT VIST OUR OFFICES if you are feeling if or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend dowing, please contact your excrew team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business.	
252	Anna Morse	2/7/2023	Email	General support	CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Haritage Title Company of Austin, Inc. and/or its disens. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review. disclosure, discourse, distribution or review of it is not review.	
					Out Claiment Beig and Commissioners: Thurs you for recipiting that 155 through Audin is one of the most congrained makesy segment in the State of Tours. As this surround problem denders you within center that the Develor of the size. It is most than the second of the State of Tours. As the surround you declared makesy segment in the State of Tours. As this surround you declared make you will be a second or the second of the State of Tours. As the surround you will be a second or the second of the State of Tours. As the surround you will be a second or the second of the State of Tours. As the surround you will be a second or the second or the second of the State of Tours. As the surround you will be a second or the second	
	1				Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-SS through Austin is one of the most congested readway segments in the State of Texas. As this sensoully outdated readway is often called the Main Street of Texas, all Texans should call for bold and decisive	See Construent #8
253	Anna Panossian	2/8/2023	Email	General support	action to transform this critical stretch of infristructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
254	Anna Weinstein-Perez		VOH	Do not widen/no build	This project is going to be deviabilisty inconvenient for everyone who lives in Asstin, especially those of us who live close to 1-35.1 support the option that is going to be the most environmentally friendly, displaces the least amount of people and local businesses.	See Comment #5
					отверительного поточного от реворительного объемного от поточного от п	
			H	Caps/Deck Plazas	TADOT should absolutely be footing the bill for the caps and soltches in Austin, not charging the city of Austin.	See Comment #42
			l H	East/West Connectivity	We should not have a major intensiate highway bisecting the city.	See Comment #20
			-	Reroute to 130	Romove the tolls on the 130/45 highway and add HOV lanes there. As GS is mostly used for local traffic, why do we need a highway?	See connect #3
266	Arna	3/7/2023	Email	Climate change	memows the loads on the 150,450 riggrassy and also true lanks street. As 155 is moving used for local static, why do we need a riggrassy? MobilitidS Program Manaker Tomer Athelia.	ass comment #3.
4.0	Anna Wernic k	Jy 1/2023	LI INTERNATION	Conseque Charige	Mobility25 Program Manager Tommy Atreigo, We have to put planet before paople. Building bigger highways is the complete wrong direction to go in if we have any chance in mitigating the climate crisis that is upon us. Anna Wernick	
	k					
		Date Received			Comment	
ID	Commenter Name					

					MobilityS Program Manager Tomery Afreigo, I am a resident of disenting and the Move of the	See Comment #5
					Tablishing Angues Manage Interns Norsig. In an internet of Angues Manage Interns Norsig. In an internet of Angues Manage Interns Norsig. In an internet of Angues Manage Interns Norsig. In an internet intern	
					some of our most important land. High working congression (six we saw with the Kiety Freeway), air noise and water pollution, safety, and transportation options beyond driving, 10 years of construction for just a few years of congestion relief is NOT Highway expensions DONT work. They working construction for just a few years of congestion relief is NOT	
				Do not widen/no build	Righous generation 2017 work. They was comparison (as we are with the Alloy Presses), six rosse and water pollution, safety, and Temporation options beyond driving. 10 year of contraction for just a few year of congestion reliaf is NOT index to use an intensistal highway for my local trips. I don't work for Collection, and other proprietatives to stand up for ms. Area Wilman	
					I expect TxDDT, Austin City Council, and other representatives to stand up for me. Anna Wilmes	
256	Anna Wilmes					
				Community Alternatives	I am FOR the Rethink3S and Reconnect Austin plans that reclaim the surface for people and provide new mobility options.	See Comment #4
				Tire Wear	TxDOT's process in this project is flaved: It ignores induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway	See Comment #18
					nemovals, and its traffic modeling is flawed.	
						Sec Comment 65
					Its I'm writing to oppose the expansion of 1-35. There is no evidence that I have seen which suggests that this would improve congestion. Instead, it would drive more traffic to the roadway and displace businesses and increase pollution.	Sae Comment 45
					Our Inginesy system is long past needing updates which improves non-automobile transportation. Respectfully, Arms Del Traggi	
				Do not widen/no build		
257				Do not wider/no build		
257	Anne DeTraglia					
				Public transit / Multimodal	Td like to see an alternative which increases public transport, cycling lanes, and pedestrian walkways instead	See Comment #13
				transportation		
258	Anne fine			Do not widen/no build	Mobilit\u00e15 Program Manager\u00e1 Termer Adveto.	Ris Connect 45
256	ATTRI TITRI			DO NOT WIGHT/NO DUILD	N.	SAL CONTRACT 4"S
					I strong oppose any expansion of I-35.	
				Public manual	/ White Austin needs is public transit and transit like 6 miles away from work and routine spend an hour in traffic everyday. That is insure. I hate usine I-35 for traveling anwhere, but Austin has made it.	See Comment #33
				Public transit, Multimodal transportation	What Audin reach is public transit and trainful live of miss away from sock and routine spend an hour in traffic everyday. That is instean. I had using 1.55 for traveling anywhere, but Austin has made it proposed by the reaching anywhere, but Austin has made it proposed by the reaching anywhere. The Austin has made it proposed by the reaching anywhere, but Austin has made it proposed by the reaching anywhere.	
				transportation		
					Frank Jose Arma Con Louis and A. Arma Fine	
259	Anne	3/6/2023	Email	Community Alternatives	Mobility55 Program Maragar Tommy Abrego,	Sao Comment #4
	Anne McCready Heinen	. ,		y	Mobility55 Program Manager Tommy Alregio, Please consider alternatives like the Rethink 35 proposalt And don't missively expand I 35. Anne McCready Helmen	
	manen					
					Clear Chammen Brigg and Commensioners. Thank you for recogning that 155 Strongth Audin is one of the most congulant makes pagement in the 20st of Feast. As this seriously outland makes you will be according to the commension of	See Comment #8
					Accordingly, I am writing today to express my complete support for the 195 Caphai Express Central design as proposed by TADOT. These writing today or our consideration of this required. Arms (Exchanded no Examiner, Advisory Title	
					Officer Heritage Tinis Company of Austin, Inc. 2600 Via Fortuna: 3 Jainte 500: Austin, IX 787.46 Heritage/TitedAustin.com WREF PRULD WARNING: Due to increased risk of their by wire fisud, Haritage Tited Company must send Wire Instructions by encrypted a mail only, Our Wire Instructions Do Not CHANGE is considered any communications to change them as Foundation. However, the wire Instructions Do Not CHANGE is considered any communications as Foundation. However, the send call your closing them to confirm the Wire Instructions Do Not CHANGE is considered any communications to change them as Foundation. However, the send call your closing them to confirm the Wire Instructions Do Not CHANGE. So create any communications to change them as Foundation. However, the send confirm the CHANGE is considered and confirmation of the CHANGE is confirmation of the CHANGE is considered and confirmation of the CHANGE is consi	
					before wiring your funds. Please wire your funds as soon as possible to evend furnising design. Please your, CVIDLS 9-Hebridge your funds. Find conveyor reports your continuing signify, desire to wear a mask. Makis are no longer required to enter a Heritage office. In the support funds of the property reports your r	
					ordice, on the victoring you can be made in making you make you do see accountable. Please to not in contract, or you will be passed through to the party requesting same. Please how that we appreciately your section that is a market of contract your section that you make you have been that we appreciately your business.	
260	Anne Richardson	2/7/2023	Email	General support	CONFIDENTIAL ITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged in fine Company of Austin, Inc. and/or its clients. Any confidentialty or privilege is not waived or lost because this email is not in in in a most if you are not the internet or enriched to the reliable to the privilege is not waived or lost because this email is not an enriched the privilege is not waived or lost because the privilege is not the internet enriched to the privilege is not waived or lost because the privilege is not the internet enriched to the privilege is not waived or lost because the privilege is not the internet enriched to the privilege is not waived or lost because the privilege is not waived to be a privilege in the privilege is not waived to be a privilege in the privilege is not waived to be a privilege in the privilege is not waived to be a privilege in the privilege is not waived to be a privilege in the privilege is not waived to be a privilege in the privilege is not waived to be a privilege in the privilege is not waived to be a privilege in the privilege is not waived to be a privilege in the privilege is not waived to be a privilege in the privilege is not waived to be a privilege in the privilege in the privilege is not waived to be a privilege in the privilege in the privilege in the privilege is not waived to be a privilege in the privilege in the privilege in the	
					To the reaction of the rest place in the rest pl	
261	Anne Smith				Mobility/S Program Manager Tomery Breats	See Comment 45
					Abbilists Program Manager Tomay Arrags. One Office Tomas Arrags and Arrags. One Office Tomas Arrags and Arrags. One Office Tomas Arrags. One of Tomas Arra	
				Do not widen/no build	we make and in new level in Litertywood for over 50 years. I would note the unitarity of real-players or many-years standing, route come insc. I expect toO.T., Austra Lity Lourist, and other representatives to shared up for man. The.	
					Arne Smith	
				Business/Residential Displacement	10 years of construction for just a few years of congession relief is NOT worth it, and it is detrimental to the lives of people living close to IH-35 and their surrounding community of restaurants, grocery stores	See Comment #21
				Business/Residential Displacement	and businesses.	Sea Connect #21
					and businesses.	
				Business/Readential Displacement Air Quality/Noise	10 year of construction for jobs it few years of congression resid is NGT worth K, and it is determented to the level of people living close to IH-35 and their surrounding continuently of residences, grocory states and businesses. The residence is not only their significantly increased and impected ail of us over the years. One can not appear that an expension of IH-35 would internally the wifests we already experience on a delity and registry business.	Se Connect #21. Se Connect #24
					and businesses. The noise level in our city has appricantly increased and impacted all of us over the years. One can only expect that an expension of 16.55 would intensify the effects we already expensions on a daily and expension of the contract of the	See Connect 834
					and businesses. The noise level in our city has appricantly increased and impacted all of us over the years. One can only expect that an expension of 16.55 would intensify the effects we already expensions on a daily and expension of the contract of the	
262	Anne Swift	2/9/2023	Ernal		and businesses. The noise level in our city has appricantly increased and impacted all of us over the years. One can only expect that an expension of 16.55 would intensify the effects we already expensions on a daily and expension of the contract of the	See Connect 834
262	Anne Swift	2/9/2023	Ernal	Air Quality/Hoise	The rocks bed if our city has applicantly conseased and impacted all of as over the years. One can only appet that an expension of in 55 smooth interest, the which we already operation on a daily and egglin bears. The rocks bed if in our city has applicantly conseased and impacted all of as over the years. One can only appet that an expension of in 55 smooth interest, the which we already operation on a daily and egglin bears. The rocks bear in a conseased and conseased and impact the conseased and an expension of in 55 smooth interest. The rocks bears in a conseased and in a consequent and in a conseq	See Connect 834
262	Anne Swift	2/9/2023	Email	Air Quality/Hoise	The rocks bed if our city has applicantly conseased and impacted all of as over the years. One can only appet that an expension of in 55 smooth interest, the which we already operation on a daily and egglin bears. The rocks bed if in our city has applicantly conseased and impacted all of as over the years. One can only appet that an expension of in 55 smooth interest, the which we already operation on a daily and egglin bears. The rocks bear in a conseased and conseased and impact the conseased and an expension of in 55 smooth interest. The rocks bears in a conseased and in a consequent and in a conseq	See Connect 834
262	Anne Swift	2/8/2023	Email	Air Quality/Hoise	The rocks bed if our city has applicantly conseased and impacted all of as over the years. One can only appet that an expension of in 55 smooth interest, the which we already operation on a daily and egglin bears. The rocks bed if in our city has applicantly conseased and impacted all of as over the years. One can only appet that an expension of in 55 smooth interest, the which we already operation on a daily and egglin bears. The rocks bear in a conseased and conseased and impact the conseased and an expension of in 55 smooth interest. The rocks bears in a conseased and in a consequent and in a conseq	See Connect #34 See Connect #8
262	Anne Swift	2/9/2023	Email	Air Quality/Hoise	The rocks bed if our city has applicantly conseased and impacted all of as over the years. One can only appet that an expension of in 55 smooth interest, the which we already operation on a daily and egglin bears. The rocks bed if in our city has applicantly conseased and impacted all of as over the years. One can only appet that an expension of in 55 smooth interest, the which we already operation on a daily and egglin bears. The rocks bear in a conseased and conseased and impact the conseased and an expension of in 55 smooth interest. The rocks bears in a conseased and in a consequent and in a conseq	See Connect #88
262	Anne Swift	2/9/2023	Email	Air Quality/Hoise	The rocks bed if our city has applicantly conseased and impacted all of as over the years. One can only appet that an expension of in 55 smooth interest, the which we already operation on a daily and egglin bears. The rocks bed if in our city has applicantly conseased and impacted all of as over the years. One can only appet that an expension of in 55 smooth interest, the which we already operation on a daily and egglin bears. The rocks bear in a conseased and conseased and impact the conseased and an expension of in 55 smooth interest. The rocks bears in a conseased and in a consequent and in a conseq	See Connect #88
282	Anné Saift	2/9/2023	Email	Air Quality/Hoise	The rocks bed if our city has applicantly conseased and impacted all of as over the years. One can only appet that an expension of in 55 smooth interest, the which we already operation on a daily and egglin bears. The rocks bed if in our city has applicantly conseased and impacted all of as over the years. One can only appet that an expension of in 55 smooth interest, the which we already operation on a daily and egglin bears. The rocks bear in a conseased and conseased and impact the conseased and an expension of in 55 smooth interest. The rocks bears in a conseased and in a consequent and in a conseq	See Connect #88
262	Anne Swift	2/9/2023	Ernal	Air Quality/Hoise	The rocks bed if our city has applicantly conseased and impacted all of as over the years. One can only appet that an expension of in 55 smooth interest, the which we already operation on a daily and egglin bears. The rocks bed if in our city has applicantly conseased and impacted all of as over the years. One can only appet that an expension of in 55 smooth interest, the which we already operation on a daily and egglin bears. The rocks bear in a conseased and conseased and impact the conseased and an expension of in 55 smooth interest. The rocks bears in a conseased and in a consequent and in a conseq	See Connect #88
262	Arne Swift	2/9/2023	Ernal	Air Quality/Hoise	The rocks bed if our city has applicantly conseased and impacted all of as over the years. One can only appet that an expension of in 55 smooth interest, the which we already operation on a daily and egglin bears. The rocks bed if in our city has applicantly conseased and impacted all of as over the years. One can only appet that an expension of in 55 smooth interest, the which we already operation on a daily and egglin bears. The rocks bear in a conseased and conseased and impact the conseased and an expension of in 55 smooth interest. The rocks bears in a conseased and in a consequent and in a conseq	See Connect #88
262	Anne Swift	2/9/2023	Ernal	Air Quality/Hoise	The notes were in our city has applicately processed and impacted all of an our the years. One can only appet that an expension of In-35 whold intensify the effects we always operance on a daily and egiliph bears. And Chamson Roag and Commissioners. And Chamson Roag	See Connect #88
262	Arne Suit	2/9/2023	Ernail	Air Quality/Hoise	The rooks ben't in an only has applicantly increased and impacted all of an own the years. One can only appet that an expension of in 35 smooth interestly the effects we always operation on a daily and region bears. And Champion Bears and Commissioners And Champion Bears and C	See Connect #88
262	Anne Swift	2/9/2023	Errail	Air Quality/Hoise	The notes wen't in an ordy't has applicating processed and impacted aid of an our the years. One can only apose that an expenditure of In-35 whold intensify the effects we already operation on a daily and engine have been described as the processed of the proce	See Connect #88
262	Arne Swift	2/9/2023	Ernál	Air Quality/Hoise	The rooks ben't in an only has applicantly increased and impacted all of an own the years. One can only appet that an expension of in 35 smooth interestly the effects we always operation on a daily and region bears. And Champion Bears and Commissioners And Champion Bears and C	See Connect #88
262	Acres Swift	2/8/2023	Ernal	Air Quality/Hoise	The notes wen't in an ordy't has applicating processed and impacted aid of an our the years. One can only apose that an expenditure of In-35 whold intensify the effects we already operation on a daily and engine have been described as the processed of the proce	See Connect #84 See Connect #8
262	Acce Soft	2/8/2023	Ernali	Air Quality/Transe General buggers	The rocks ben't in an original application provided and originated provided provided provided and originated provided provided and originated provi	See Connect #84 See Connect #8
262	Anne Swift	2/9/2023	Ernall	Air Quality/Transe General buggers	The rocks ben't in an original application provided and originated provided provided provided and originated provided provided and originated provi	See Connect #84 See Connect #8
262	Anne Swift	2/9/2023	Ernall	Air Quality/Transe General buggers	The rocks ben't in an original application provided and originated provided provided provided and originated provided provided and originated provi	See Connect #88
262	Area Solft	2/9/2023	Ernal	Air Quality/Transe General buggers	The rocks ben't in an original application provided and originated provided provided provided and originated provided provided and originated provi	See Connect #88
263	Arne Swift	3/9/2023	Erral	Air Quality/Transe General buggers	The rocks ben't in an original application provided and originated provided provided provided and originated provided provided and originated provi	See Connect #88
262	Anna Swift	2/9/2023	Ernal	Air Quality/Transe General buggers	The rocks ben't in an original application provided and originated provided provided provided and originated provided provided and originated provi	See Connect #88
262	Acres Swift	2/4/2023	Ernal	Air Quality/Transe General buggers	The rocks ben't in an original application provided and originated provided provided provided and originated provided provided and originated provi	See Connect #88
	Anne Swift Anne Swift	2/9/2023	Ernall	Air Quality/Transe General buggers	The rocks ben't in an original application provided and originated provided provided provided and originated provided provided and originated provi	See Connect #88
	Acres Swift Acres Swift Acres Terrori	2/9/2023	Ernall	Air Quality/Transe General buggers	The rocks ben't in an original application provided and originated provided provided provided and originated provided provided and originated provi	See Connect #88
	Arma Swift Arma Swift	2/9/2023	Ernal	Air Quality/Transe General buggers	The rocks ben't in an original application provided and originated provided provided provided and originated provided provided and originated provi	See Connect #88
	Arms Swift Arms Turnit	2/9/2023	Ernal	Air Quality/Transe General buggers	The rocks ben'd in an original application provided and originate and provided and an application provided and provide	See Connect #88
	Arma Swift Arma Swift	2/9/2023	Ernal	Air Quality/Transe General buggers	The rocks ben'd in an original application provided and originate and provided and an application provided and provide	See Connect #84 See Connect #8
	Arms Swift Arms Arms Terror	2/9/2023	Ernal	Air Quality/Transe General buggers	The rocks ben'd in an original application provided and originate and provided and an application provided and provide	See Connect #88
	Arma Swift Arma Swift	2/0/2023	Ernat	Air Quality/Transe General buggers	The rocks ben'd in an original application provided and originate and provided and an application provided and provide	See Connect #88
	Acres Swift. Acres Swift.	2/9/2023	Ernal	Air Quality/Transe General buggers	The roate level in our city has applicantly provided and or so with the parts. One can only appell that an expension of In-35 would interestly the effects we already operation on a daily and registry bears. And Champion Registry Commissioners And Champion Registry Champion Registry Champion Registry Commissioners And Champion Registry Champion Regist	See Connect #88
	Arms Swift Arms Turner	2/9/2023	Enst	Air Quality/Transe General buggers	The rocks ben'd in an original application provided and originate and provided and an application provided and provide	See Connect #34 See Connect #8
	Acres Swift. Acres Terrors	2/9/2023	Ernal	Air Quality/Transe General buggers	The rocks ben'd in an original application provided and originate and provided and an application provided and provide	See Connect #34 See Connect #8
	Arrae Swift	3/9/2023	Enst	Air Quality/Transe General buggers	The roles well in an ority has applicationly processed and impacted all dis own the parts. One can only expect that an experience of the St would intendify the effects we allessed operations or a design and selection of the sel	See Connect #88
	Arms Swift Arms Turnet Turnet	2/9/2023	Ernal	Air Quality Thorse General the appoint Do not wisher of build	The roles well in an ority has applicationly processed and impacted all dis own the parts. One can only expect that an experience of the St would intendify the effects we allessed operations or a design and selection of the sel	The Connect 493 See Connect 493 See Connect 493
	Arrise Swift	3/9/2023	Errat	Air Quality Thorse General the appoint Do not wisher of build	The rate work in an orify has applicantly processed and impacted aid of an our the years. Our can only open that an expension of this St. would intendly the effects we always openine on a daily and effects with a second originate of the processes. And Commands Rag and Commands are always and the processes of t	Des Connect 45
	Acres Swift Acres Territi	3/9/2023	Ernall	And Quality Process General the appoint Do noted to board wholey to board Community Marrier from Laters/ Virbiness Dominand	The notes well in our city has applicately processed and impacted aid of all own the years. One can only appell that an expenditure of In-35 whole intensity that a ship appellance processes. And Chamson Bodg and Commissioners. And Chamson Bodg and Chamson Bod	Des Comment #3 Des Comment #3 Des Comment #3 Des Comment #4 Des Comment #4
	Acres Swift	3/9/2023	Enul	Air Quality Thorse General the appoint Do not wisher of build	The notes well in our city has applicately processed and impacted aid of all own the years. One can only appell that an expenditure of In-35 whole intensity that a ship appellance processes. And Chamson Bodg and Commissioners. And Chamson Bodg and Chamson Bod	Doc Connect 45 Doc Connect 45
	Acres Swift Acres Turnit	2/4/2023	Ernall	And Quality Process General the appoint Do noted to board wholey to board Community Marrier from Laters/ Virbiness Dominand	The roles well in an ority has applicationly processed and impacted all dis own the parts. One can only expect that an experience of the St would intendify the effects we allessed operations or a design and selection of the sel	Too Connect #3 Too Connect #3 Too Connect #3 Too Connect #4 Too Connect #4 Too Connect #4
	Acres Swift. Acres Turnit	2/9/2023	Ernal	And Quality Process General the appoint Do noted to board wholey to board Community Marrier from Laters/ Virbiness Dominand	The notes well in our city has applicately processed and impacted aid of all own the years. One can only appell that an expenditure of In-35 whole intensity that a ship appellance processes. And Chamson Bodg and Commissioners. And Chamson Bodg and Chamson Bod	Des Comment #3 Des Comment #3 Des Comment #3 Des Comment #4 Des Comment #4
	Arms Swift Arms Turners		Ernal	And Quality Process General the appoint Do noted to board wholey to board Community Marrier from Laters/ Virbiness Dominand	The notes well in our city has applicately processed and impacted aid of all own the years. One can only appell that an expenditure of In-35 whole intensity that a ship appellance processes. And Chamson Bodg and Commissioners. And Chamson Bodg and Chamson Bod	Too Connect #3 Too Connect #3 Too Connect #3 Too Connect #4 Too Connect #4 Too Connect #4

				Water Quality	This calling the lat legal amount of screened elemental deviced deviced deviced and self-self-self-self-self-self-self-self-	Sec Commet #125
				Capital Express Segementation	registrate years to listed to sail to gif or expectation of from this as east light free you referred at 18 communities downshrows that they can be foreign expectation and lower was expectation and lower was produced in the selection of the sel	1007 has determined for their are three distinct representatives produce, with different reach, present diseasterations, and protecting areas in different destinations. 10007 also intermed that representation is such if these arginetes could be different despitable, will not depending upon the completion of the other projects.
284	Annie Boyer			Do not widen, the build	Modify/Sir Program Manage Thomas (Assign Care) - The American Sealance of American Assign Care of Ame	So. Contracted 5
				Community Alternatives	I am FOR The Ruthink35 proposal.	Sau Corrent #4
				Latent/Induced Demand	1.00Ts proces in this project is fawed. It goves indused Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of feeesey semousle, and as traffic modeling is flexed.	See Comment #13
265	Annie Diskovsky		MyCapEx Website - Comment Form	Do not wider/no build	Tenegrap (2000) Control communication in State 1.5 in control 2000, 1 control 2000	So Contract 65
				Reroute to 130	As an attention, diserting track traffic around Audit in his not been effectively explored by TDCDT. While there was a highway built for this, the lagidics were not fully enabled which means that tracks aren't excertionate to ask. TWL be added to reduce self-called \$51 fl this diversion was incentionated gig fails for commercial on \$55. This is for less additional cost and patiental reservoir for the attain. We also become for a fact that more highways — more buildir not less.	for constant \$2
266	Anochecer Trejo	3/7/2023	Email	Do not wider/no build	ModifySS Program Manager Tommy Acrego, It ignores induced Demand, construction impacts, particulate marter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removels, and its traffic modeling is flawed, no wider no higher.	Sac Comment #5
267	Anonymous	1/4/2023	MyCapEx Website - Comment Form	Bury/turnel	The entire preact is it conceived. TDOT should learn from Boston's tig of g' and bury the entire stretch of the frighteep frough downtown under ground - https://en.wklyonia.org/wklytig_Dg, And opend money on pushing all vehicles passing through Audio to odition a bytesia.	Sea Connect #25
268	Anonymous	1/19/2023	MyCapEx Website - Comment Form	General support	One Chairman Bogg and Commissioners: Then's you for recognising that 135 through Audits is one of the most congound masking supports in this State of Texas, As this servicely outsided resolvely is other could be that Dever of Texas, as It because should call for botal and decisive action to branchow this critical stretch of infrastructive into a reactive pits will accommodate the regiot and immense growth we are experiencing in our past State. Accordingly, is an writing today to express my complete support for the 135 Capital Express Central design as proposed by 1,000. Then's you for your consideration of this experience.	Sea Contract #8
269	Anonymous	1/20/2023	MyCapEx Website - Comment Form	Do not wider/no build	Tam against the 135 plan and for the san antonio rail plan, sepanding 135 will not midgate builfic problems it will only add more builfic. San Antonio residents deserve adequate public transport.	See Comment #5
270	Anonymous	1/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	Like days (bits 1, plant) giant is to from to its relative questy in the relative questy for the control of the	Se connect #3
271	Anonymous	1/20/2023	MyCapEx Website - Comment Form	Do not widen/no build	As a civil engineer working Tx, I am against the 135 expension, I can in favor of mean based real similar to the orco proposed Love Star Rks. The COP controlled state government has more than enough surplus to do a risid non from Sain Anterior to Austro. Traffic can be eleverad to the lot made as construction works on 155 mil. The construction can start down 155 augments from one toll nead exit to the next to avoid hogs traffic delays.	See Comment #5
272	Anonymous	1/20/2023	MyCapEx Website - Comment Form	Do not widers/no build	Why would DCOT expand 55 when in the past, it has shown to cause more traffic with construction and what not, I would love to suggest a high speed railway instead?	Se Connect 45
273	Anonymous	A,000,0000	MyCapEx Website - Comment Form	Do not widen/no build	Additional, 153 features of a 1940 of 1941 of	Sea Contract 45
				Regional Connectivity	REVICT TEXT (USE SERVIN NA PROVIDED, NO POLICIES COOK, NA, DESCRIPTION, TRANSPORT CONTROL TO A C	for governant # 3
274	Anonymous	400,000	MyCapEx Website - Comment Form	Do not widers/no build	Adding times without expressing toward is a weaker of money, it only induces more demand and results in the same halfs and even more publisher. We have seen this done before with no improvement. 135 does not need more since.	Sec Connect #S
275	Anonymous	100,000		Public transit / Multimodal transportation Do not widen/no build	the need before public transport options his enabuse. Like one transport the CES applies option.	Sectionari #3 Sectionari #3 Sectionari #3
215	maryemouth	,	My Cap Ex	Do not wider/no build Regional Connectivity	1 do not support the LCS capital egyress. I believe funds should help build a mit system in San Attorio to lower pollution and traffic accidents.	Sau Comment 45
276	Anonymous	1/23/2023	We MyCapEx Website - Comment Form	Reroute to 130	Please support Intps://withink35.com/ pilen to re-route non-hoost traffic around Audin and replace the in-town section of 1-35 in Audin with walkable buildwards.	Seconnet #3
277	Anonymous	1/26/2023	MyCapEx Website - Comment Form	General support	One Charmon Rog and Commissioners: There you for your support to addrose 155 direagely Austin in a comprehensive reserve. This should if highway a restrosily rocked as the 15th word for fatfilling and the state of	Sea Construct 48
278	Anonymous	1/26/2023	MyCapEx Website - Comment Form	General support	One Courses Bug and Commissioners: Takes go for you support to action 135 through Austin in a comprehense nearer. This specified highers a nationally resided as the 25th weet for traffic comprision and 25th event for the SASS 135 through Austin in several for the course and future needs of a growing region to recover or local and data economy can continue to three I will be in support of the 135 Capital Engine Control recognition specified by 1,001. This is a public transportation project that is MCOT MLOTS evendue. These you for your decision to serving the ottoard of the control your continue to three. I write in support of the 135 Capital Engine Control recognition of the Control Reco	See Connect AS
279	Anonymous	1/26/2023	MyCapEx Website - Comment Form	General support	Out Chairman Bogg and Commissioners: Then's you for your support to address 155 through Audin in a comprehensive manner. This abstract of Ingitively is noticeally revised as the 15th worst for suffice comprision and 26 sector in this stock. 155 through Audin is newtocked for improvement to ment for commission of Lagrance and 26 sector in this stock. 155 through Audin is newtocked for improvement to ment for commission of Lagrance and 26 sector in this stock. 155 through Audin is newtocked for improvement to ment of the 155 Capital Express Central Geology in proposate (1) for 75 in many public product of the 155 through Audin is newtocked for such proposate (1) for 75 in many public product of the 155 Capital Express Central Geology in proposate (1) for 75 in many public product of the 155 Capital Express Central Geology in proposate (1) for 75 in many public product of the 155 Capital Express Central Geology in proposate (1) for 75 in many public product of the 155 Capital Express Central Geology in proposate (1) for 75 in many public product of the 155 Capital Express Central Geology in the 155 Capital Express Central Geolog	Sea Construct #8
280	Anonymous	1/27/2023	MyCapEx Website - Comment Form	Regional Connectivity	Please consider commuter rail between San Artonia and Audin	Seconnet 41
281	Anonymous	1/28/2023	MyCapEx Website - Comment Form	General support	Date Claims Bugged Commissions. That you for yor apport to edition 135 though door in a corporheave marrier. This shock of highesy is nationally acided as the 25th most for traffic angulation and 35 west of this season. State 1.55 though death is needed in this region and in the season of a great people in ensure and tool and date excessing an angulate by 150°C. This has you for your debillation be nowing the channel of the season of a great people in the control of the 150 Capital Engine Certain Unique para proposed by 150°C. This has you for your debillation be nowing the channel of the 150 Capital Engine Certain Unique para proposed by 150°C. This has you for your debillation be nowing the channel of the 150 Capital Engine Certain Unique para proposed by 150°C. This has you for your debillation be nowing the channel of the 150 Capital Engine Certain Unique para proposed by 150°C. This has you for your debillation be nowing the channel of the 150 Capital Engine Certain Unique para proposed by 150°C. This has you for your debillation be nowing the channel of the 150 Capital Engine Certain Unique para proposed by 150°C. This has you for your debillation be now the terminal that the 150 Capital Engine Certain Unique para proposed by 150°C. This has you for you debillation to be now the 150 Capital Engine Certain Unique para proposed by 150°C. This has you for your debillation to be now the 150 Capital Engine Certain Unique para proposed by 150°C. This has you for your debillation to be now the 150 Capital Engine Certain Unique para proposed by 150°C. This has you for your debillation to be now the 150 Capital Engine Certain Unique para proposed by 150°C. This has you for your debillation to the 150 Capital Engine Certain Unique para proposed by 150°C. This has you for your debillation to the 150 Capital Engine Certain Unique para proposed by 150°C. This has you for the 150 Capital Engine Certain Unique para para para para para para para par	Sea Connect 48
282	Anonymous	1/29/2023	Email	General support	And Common Bulg and Commonwors. Thisky dys for recognizing state (1.55 length, Seath is not at it is must composed markins properties in this State of East. As this section) postable containing a state of the State of East, and State of East	The Comment #8

283	Anonymous	1/30/2023	Email	General support	Soar Chairman Bugg and Commissioners: Thinky you for recognizing that 135 through Justin is one of the most congested nod-way segments in the State of Teas. As this seriously outsided nod-way is often collect the Main Sept of Teas, as It fears should call for bods and decisive action to transform this critical sevents of infestivations into a nod-way that will accommodate the region and immense growth was an experiencing in our great State.	See Comment #8
					Contract for the medit to design of the medit to design of the medit to design of the medit design of the medit design of the medit to de	
284	Anonymous	1/31/2023	Email	General support	Oser Chairman Bogg and Commissioners: Think-you for recognizing that 135 through Justin is one of the most companied readings apparets in the State of Teass. As this seriously coditioned readings is other coaled by Natio Device of Teas, as it teass should call for held and decision action to brandow this colorial arthough in decision and accommodate the repail and immense growth was are experiencing in our great State. Accordings, it as writing bodgs a separation or product produce of them 400 pages (approach 190CCT). Theselv, but no parameterization for the 300 pages (approach 190CCT) theselv, but no parameterization for the 300 pages (approach 190CCT) theselv, but no parameterization for the 300 pages (approach 190CCT) theselv, but no parameterization for the 300 pages (approach 190CCT) theselv, but no parameterization for the 300 pages (approach 190CCT) theselv, but no pages (approach 190CCT) theselv, but no pages (approach 190CCT) theselv, but no pages (approach 190CCT) theselv of the 300 pages (approach 190CCT) the 300 pages (approach 190CCT) theselv of the 300 pages (approach 190CCT) the 3	See Comment #8
					Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TuCOT. Thank you for your consideration of this request. Sent from my illhome	
285	Anonymous	1/31/2023	MyCapEx Website - Comment Form	Regional Cornectivity	Think this old a great idea to built a rail system between Sen Antonio and Austin	See connect #1
286	Anonymous	1/31/2023	MyCapEx Website -	Regional Connectivity	The San Antonio, but I would love to be able to look for work in Austin. Being able to commute these quickly with rail breast would mixture and to stay here in San Antonio and look for work over there with a movement of the sandral	See comment #1
ID	Commenter Name	Date Received	Source	Tools	Connect	Peccenés
287	Anony	1/31/2023	MyCapEx Website -	Regional Connectivity	Laim in full support of a railmost/fulled train system connecting San Antonic and Assats. I would even propose extending it all the way up to Dallas, hitting Waco along the way, it would greatly improve the community, and I would use it every time I need to visit those cities railten than driving.	See comment #1
288		1/31/2023		Regional Connectivity	Please build nie between San Actorio and Audin.	See comment # 1
	Anony mous		MyCapEx Website - Comment Form			
289	Anony	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Tvote for rail	Seconne(4)
290	Anony mous	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Build a raif please! It would help so much with the flow of traffic and give more opportunities for work to those in need.	See comment #1
291	Anony mous	2/6/2023	Email	General support	Due Chairman Bugg and Commissioners: These you for recogning that 1-35 through Audin is one of the most congulated reachesy segments in the State of Teas. At this servicely additional reachesy is often coaled by the Made Develor of Teas, at Teas, as should call for hold and decision action to therefore the fine forcids aftents of information into a makes pit first all accommodate the repola and immense growth was are experiencing in our prest State. According, it is writing bugs to special any comprision of the Made State (International Conference on the Made State (International Confere	See Comment #8
					request	
292	Anony mous	2/7/2023	Email	General support	Due Chairmen Bugg and Commissioners: Thank you for ecopyring (bit 155 frough Audit is one of the most congusted makes) suppress in the 20x1 of Texas. As this surround youthload makes is offer under the first offer the confidence of the confidence	Six Comment #8
293	Anony mous	2/8/2023	Email	General support	Date Chairman Bugg and Commissioners: Thank you for ecopyring that 135 through Audin is one of the most congusted modeley segments in the State of Texas. As this seriously outsided nodeleys in the control than the seriously outsided nodeleys in the control than	See Comment #S
294	Anony	2/8/2023	Email	General support	Section (g), it is writted fromly to expose an operation from 15 (c) exposed point from 15 (c) e	See Comment #8
	11000				Control (b) in a serior above of these, a serior above of the control (b) in a serior	
295	Anony mous	2/8/2023	Email	General support	Date Chairman Bogg and Commissioners: There you for recogning that 155 through Austin is one of the most congusted readway segments in the State of Texas. At this seriously additional readway is often coaled to Made Develor (Fexus, at Texas should call be the dat on decision action to therefore this collect of Made Develor (Fexus, at Texas should call for held and decision action to therefore this collect of Made Develor (Fexus, at Texas should call for held and decision action to therefore this collect of Made Develor (Fexus, at Texas should call for the State of Texas should be approximately active the state of Texas should be a should be approximately active the state of Texas should	See Comment #8
					Vica President Bourneas Development Walls Fuggs Middle Mariest and Technology Baseling - Audin Merket Wells Fugg Commercial Barking	
298	Anony mous	2/8/2023	Email	General support	Sect Channel Degreed Commissioners. This approve recognizing that I.S Trange Audits is not if they are not organized analyses represent in the State of Trans. As it is shown and published analyses, a discrete analyses of the State I.S S	See Comment 48
297	Anony mous	2/8/2023	Email	General support	Date Chairman Bogg and Chemissioners: Thank you for recognizing that 1.35 through Assidn is one of the most congested madesy segments in the State of Texas. As this seriously outsided madesy in other coaled be falsed Stated or Easi, as I format should call for both and decisive action to tradition this orbitical seated in distinctions into a model symptom of the accommodate the supplies and immensa growth we are experiencing in our great State. Accordingly, in emrolly only expensed any possible support for an 1.50 citylin Expense Lording days prepaised by Stock Texas Seated and as proposated by Stock Texas Seated and seated and as proposated by Stock Texas Seated and seated	See Connect 45
298	Anony mous	2/8/2023	MyCapEx Website - Comment Form	General support	Date Chairman Bugg and Commissioners: Thesis you for your support to address 155 through Austin in a comprehensive manner. This sheet of Inglessy is nationally raised as the 15th worst for buffic congestion and 3rd source in this state. 35 through Austin is overheld or improvement to meet the current and future meets of a growing region to ensure and issued and state economy can continue to thrive. I write in support of the 135 Capital Engrand Central Surging and yourself position. These yourself profit or has long your pore distortion to resumpt the others of these.	See Comment #8
299	Anony		Phy	Do not widen/no build	Ceptions within longing as proposed by ISLO1. Iman's you not your exercision to serving the crizems or lease. Highway expansion is state-eponsored terrorism.	See Comment #5
	mous		sica I Co	Construction	Renderings too high - Questions about alleyway on Airport - construction congestion and how is it going to move-Pedestrians - being sittle to maneuver	Sac Comment #178
300	Anony mous	2/11/2023	MyCapEx Website - Comment Form	Business/Residential Displacement	Please don't develop north of 45th! The Itea house is really important for the community, and brings so much to Austin.	See Comment #25
301	Anony mous	2/11/2023	MyCapEx Website - Comment Form	Do not widen/no build	do not expand north of 45th, there's no point, and it would be a pointless disruption.	See Connect 45
302	Anonymous	\$100,000	VOH	Do not wider/no build	Dont expand at all. If you must, don't expand north of ISS.	See Comment #5
				Business/Residential Displacement	There are great local businesses that will be negatively impacted by the expansion.	See Comment #21
303	Anony mous	210,000	VOH	Do not widery's o build	Don't expland; If you must, don't expland north of 1 35.	See Comment #5
304	Acon	2/13/2023	M.Coofe Website		Don't expand at all. If you must definitely not come of 135. Please DO NOT expand the lanse on the 155. It will only create unhealthy air quality for residents as more case pile up to move showly fitrough the day.	See Comment #5 See Comment #5
	Anony mous		MyCapEx Website - Comment Form			
305	Anony mous	2/23/2023	MyCapEx Website - Comment Form	Managed lanes	Lagree with adding HOV lanes to 1-35 but beyond that I want to minimize the width expansion through town.	Security forms control was more than provide and provide control contr
						ten (gir to this Line will room the 15 Copy of Expose Central Prepart of the National Deliver and Central register of the National Deliver and Central register (and the National Deliver) of the National Deliver
					I oppose expanding (-35.	See Comment #5
					In conchigin, speed roushways in Audion should be designed for 25mph and be said for all road claims. The control of the control of the control of the designed for 25mph and be said for all road claims. The control of the control of the control dust on an intentiate highway, whether in a cir or by waiting or bicycling I waint safe, pleasant, and waikable and bikeable streets. I want community alternatives to expansion, including Reconnect Audion and Relatives Streets.	
				Do not widen/no build	Retrin 35, to be fully studied.	
306	Anonymous	\$100,0000				
						See Comment #20
				East/West Connectivity Air Quality/Noise	East east creatings should be at least every 1.4 mile Equination will sorsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat skind impacts; and coashes.	See Comment #34
307	Anony	3/3/2023	MyCapEx Website -	General Support	Hallo TLOOT. I am writing to voice my support for the project to tear down the double decked portion of 135 and expanding the readway, increasing inter/intracity mobility and connectivity. I do, however,	See Comment #8
	mous		MyCapEx Website - Comment Form		Nat 1001 Line writing toward any agent for the practic toward and to adults desired profits of 15 and appealing the mandates, consuming their christly inclinates any extraction of the practic toward and the mandates and toward and the mandates and their christly inclinates and their christly inclinates and their christly are desired and their christly inclinates a	
				Do not widen/no build	Expose the preferred alternative and any expansion of 135 through central Assets. TADOT does a fantastic job building and maintaining highways throughout the state of Teas, but central cities are not an	See Comment #5
					Expent to preferred directives and any expense of 15 th rough remains alone. NOT does a bitmack park hardy and remains a pulsary dispose, through the loss and of 15 ths. Only control of 15 ths. Only	
					The negative impacts of an 135 expansion are numerous. These include air pollution, water pollution, noise pollution, vehicle related riguries and deaths, construction impacts, mobility and accessibility to name a few. With more vehicles comes more pollution including PMLD, PMLDS, and CO27. These pollutes is have serious health impacts on nearby existents and travelers. Record these collutions in a deposit own-stand area is inaccessional and	See Comment #34
				Air Quality/Noise	negligent. Increasing impervious areas discharging directly to the Colosolo Piver and Lady Bird Lake will cause water pollution and have neglitive impacts on water quality for all close along the river. Noise pollution has been shown to increase stress formers levels and the same diding more cross position in a densely populated sees is unacceptable. 55 has the highest vehicle accident rate in the City of Austin and though some of this can be attributed to the outstand design of the	
					has a polymer of an 2-25 expection as in activation. These models are profited in every profited in each pro	

				_			
					Recial justice	The Instricts placement of 1.55 through Audin is will documented. East Audin was instorically diservented by Yederal and State governments through the practice of reddrining. Placing a threaty to separate East and Dominion Audin wise as incoming placeties in close to physically protect against the "influence of influence of influence could place the place of the PRVs. Underwriting Manually, Removing the Neewy would help has the lace script that sudded down on it.	See Comment #3
						Manual). Removing the freeway would help heal this scar rather than double down on it.	
308			Mc	CapEx Website -			
300	Anchymous		O.	omment Form	Community alternatives	Finally, the lack of meaningful alternatives provided by "KDOT is very concerning. From the very start of the process, adding two managed lanes was the only alternative given to constituents. Options to recessing, rerocts or remove the freeway or introduce meaningful transit infrastructure were rever offered. By giving different versions of the same option posed as alternatives.	See Comment #4
						recession, revocat or remove the inseessy or infrostrom materiagous trainst interactive were never contract, or going converts versions of the same option posses as attentioned.	
				-	Community Engagement	TADOT is missleading the public into a specific project to benefit special interests rather than the citizens of Texas. However, I would like to highlight one reasonable option that should be studied that can still benefit all parties—a record.	See comment #300
						benefit all parties—a nercune.	
					Reroute to 130	Remarks (Tapheay amount only control as any common in Teas. Any baselines mode in a cry is lainly to be the seminal of the inglinal topheay alignment. This type of project exocit and waster the control to the control of the inglinal topheay alignment. This type of project exocit and waster to the control of the inglinal type of	See comment #3
						Aution 1.55 expansion with the existing adjustment becoming a smaller, less disruptive business routs earning whilefuls travelling or from downtown and the capital and a realignment of 1.55 along the US 183, 294.130 or another routs serving the results and the capital and a realignment of 1.55 along the US 183, 294.130 or another routs serving the results are the routs of the results are the res	
						all over Teas would benefit from increased capacity and a reduction of conjustion when they drive or their freight moves along the 135 control.	
					Latent/Induced Demand	to second to the control of the cont	See Comment #18
						It is important to node that conglotion along the preferred alterative is unlikely to improve as lateral and induced Demand are likely to greatly increase vehicles occurred using the resid. It is unlikely that many Teams would prefer to see billions of dollars spent on a project that may provide less benefits than a project that could cost millions of dollars such as a revolute. It would be sorse if the more affordable notion was not many childer.	
						The second is the second and the sec	See Comment #S
						This project is information. To write and too heading to pedicionities and options. As a minimum, 1007 should find all of the deady tags, not put that burden on the local suppose who will suffer integrate to 1 find in a substitution of the substitution of the local suppose who will suffer integrate to 1 find in a substitution of the substit is substitution of the substitution of the substitution of the	Day Contracts #5
						In gial by a about more springing across the highway. But where the separation plant is on \$3.50 right no raids care increasing. Please don't make its armore requires the same metable as the protocol as the protocol and in the plant is a single plant in the plant is a single plant in the plant is a single plant in the plant in the plant is a single plant in the plant in the plant is a single plant in the pla	
309	Anonymous	3/6/2	2023	VOH	Do not widen/no build	Asso, managed safes our view for votar vertical storage. Everly transportation septiments of the contractive	
ID	Commente	ter Name Date Re	eceived		Topic	Comment	Responses
			[T	Bike/ped safety	For Data and published man indicatoriate, don't pay pound for the back about diversified specific. Those are fine for substitute or constrained projects, This was not during a full fine-driven and differenting the sever including complete homes on bovername (which bodies) when and bodies may be included and the latency, solventials, service for the first traffic distribution (proving and proving and	Sae Connect # 30
						(bibliosi/scooters) from slower padestrians.	
310	Anonymous				Do not widers/no build	Moding 5 Program Manager Tomny Aznego, Iran a malenter of Audin. Orrivotto Entra (Audin. orrivotte orrivo	See Comment #5
						Highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving, 10 years of construction for just a few years of congestion relief is NOT worth in	
						**Apprays operations COTT such. They somest congestion (as we aim with the King Prevent), air noise and water publicion, safety, and transportation options beyond driving. 20 years of construction for just a few years of congestion reliaf is NOT section. **Construction was an intended infligency for optical Topic. **Construction Construction Constructi	
						- maps and a second residence of the second residence of the second seco	
				-	Reroute to 130	I am FOR The Rethink35 proposal, redesignating another highway such as SH-130 as an innerstate, a boolward going through town, a public transit-first project, and money and time going elsewhere.	See comment #3
				_		TADOT's process in this project is flavor. It ignores included Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highesy expansions, the success of freeway	de Contract 4 25
					Lawry Induced Deliand	removals, and its raffic modeling is flawed	See Constant & Add
311					Air Quality/Noise	Expanding IH-SS will only increase traffic, pollution (noise and air), The cost and time of construction will be outrageous.	Six Comment #34
311	Anonymous		Ci	CapEx Website - comment Form		Experience (in-zo we only increase teams, positionin (nose and arry, in a cost and smell or constitution will not considered and smell or constitution will not considered and smell or constitution will not considered and smell further constitution or con	See Comment #30
				_		The time and money should be spent on reducing suffic by building public transportation,	DAN CONTRACT & ALL
					Public transit / Multimodal transportation	The ETTM and money secural be spent on reducing thank or outsing public transportation,	DAN LOTTERENT # 2.3
				L	Bike/ped safety	bite and pedestrian infrastructure and green spaces that we all can enjoy.	See Comment #10
312					Latent/Induced Demand	In 2023 why are we still disregarding the abundance of reputable research and knowledge proving that highway expansion negatively effects traffic congestion? and reducution in environmental pollution?	See Comment 4.5
312	Ananymous		C	comment Form		Why are we still ignoring the citizent's delines and suggestions for Multimodal Transportation	See Comment 420
					Air Quality/Noise	why are waste agreeing the cottoms deems and suggestions for wasternoon interoportation and reduction is environmental poliution?	See Contrast #40
313						I strongly appose the expansion through Central Austin. I live near 35 and 6 51st and do not want the access road any closer to my home.	Six Comment #5
323	Ananymous		C	CapEx Website - comment Form		We should invest in mass trainst, like high frequency bus lines and dedicated bus lanes, instead of widening the highway.	And Control of S
					Public transit / Multimodal transportation		
				-	Latent/Induced Demand	Batter public transit will decrease demand on the highway.	See Comment #10
314	Ancoronous			MrCanFr .		This entire expansion is a waste of money! Shame on everyone involved in this corrupt project.	See Comment 45
324	Anarymous		0	MyCapEx Website - omment Form		Twist make traffic and	See Corrent #18
						poliulion venne.	364 Comman #36 See Comman #34
245							
315	Anarymous		Ci	CapEx Website - comment Form		Expanding i. 55 at the expense of local businesses is simply not worth it, I would simply prefer an atternative route to go around Austin in order to make it more efficient for thru buillic.	See Comment #21 See comment #3
				L	Public transit / Multimodal	I would samply prefer an alternative route to gip around Austin in order to make it more efficient for thru traffic. The expension poes assainst the chr's aims to be less car desendent—	See Contrast #3 See Contrast #3
					Public transit / Multimodal transportation	- том ширинового другового, ного оку и и и 100 M 100M NAT АНТРИМИКИ. "	
				L	Do not widen/no build	reconsider, please.	Sue Comment #5
316	Anonymous			My		Necronaum, pueses. This project sucks so much please demolish it and	See Comment #5
310	Ananyadus			Cap		Tring project autors so muon piesasi osimonani i, ario move the highway to like 183	See comment #3
				We			
						To the sales were more separate more in Interpolarators: We previously provided TXDOT with our comments the proposed expansion alternatives during TXDOT's brief notice and comment period in 2021. In that letter, we expressed concerns that the favored build alternatives would radically reduce the provided TXDOT's brief notice and comment period in 2021. In that letter, we expressed concerns that the favored build alternatives would radically reduce the provided TXDOT's brief notice and comment period in 2021. In that letter, we expressed concerns that the favored build alternatives would radically reduce the provided TXDOT's brief notice and comment period in 2021.	
						our quarry or me wrise expansing two many wase-even covered in our city. Having carefully considered the alternatives presented in the current DEIS, we urge TxDOT to choose the No Build Alternative because the benefits of Modified Build Alternative 3 would not justify the costs and impact on our community. As noted	
						by many well-entermed members of our community: - The project fixelf would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect.	
						It would be direct for our community to support a proposal to expand a highway that has a deep history of dividing the city without providing significant and meaningful improvements in connections across it. Capping the highway downtown does offer a monumental opportunity to reconnect our unban fabric and to symbolically unter the geographic division that began with the 1928 meater plan. However, the downtown effort alone does not adequately address the wide-spread east-	
		1				west barriers that 1-35 represents today. In fact, the planned expansion erects new barriers outside the downtown core. For example, 5.5st Street is currently the only crossing in our area between Airport Brud. and U.S. 290, a distance of 1.5 miles. Although adequate when 1-35 was originally planned, it is no longer sufficient due to the development of Mueller community and anticipated growth along the Airport and Cumeron Road corridors.	
						Those neighborhoods and more unities. North Loan Britisher Spoker Highland Muster Window Park St. Lithr's and so many others, are negrically depay from an intelligence or control to have compressed in security of affordable housing	
				l.	J	in the new central city. We depend on adequate east-seat crossings to reach essentials, such as employment, education, healthcare, and food. We rely on these crossings to connect with our families, friends, and neighbors. Our choices with	
					Do not widers/no build	In the wave versiff only, the depend on electrade seal event critical pipe treath exementals, but in a employment, education, healthcare, and food the very for these creatings to be connect and the cost of three is not one of the connect and the cost of three is not only who are the most velocity and a wint to the cost of three is not only who are the most velocity and in which we have been pushed to that and register. This would be an unfortunate repeat of missistate of the part that make this highpusy as division. For botter or worst, this highpusy a part of or might behalf and beauting on, across or along 1.5% as a daily waiting for residents in no community. As some of the stakeholders man personally and devicely impossible of the part of the stakeholders man personally and devicely impossible of the part of the stakeholders man personally and devicely impossible of the part of the stakeholders man personally and devicely impossible of the stakeholders man personally and device of the stakeholders man personally a	
					Do not wider\/no build	This has fall of an Head Department of Temporatesian We provided provided Direct Direct of an ordinance to this proposed expension shareholds and services of an ordinance to the provided prov	
					Do not widen/no build	In the sec cord of, the depend on seleption set were discoverable to see section and the secondary in section security, and the secondary is set of the secondary in section section and the secondary is secondary in the secondary is secondary in the secondary in the secondary is secondary in the secondary in the secondary is secondary in the secondary in the secondary in the secondary is secondary in the secondar	
					Do not widen/no build	In the new count of 10, Mis depend on seleques as event crossing to search securities, but an employment, education, healthcare, and bod, the viry or these crossings to connect that or families, but the employment of the county of the count	
					Do not widen//no build	in the new cord off, the dispert on selection and execution contracts the contract of the cont	
					Do not widen/mo build	In the section of (a), the depend on adequate as section as executive as executive, executive, healthcare, and code. We sign on these consequity to connect with or definition, but containing the section and the containing the section and the containing the section and the containing the con	
417	Aggrana		MyC	CapEx Website -	Do not widen/no build	in the new cord off, the dispert on selection and even correctly to week securities, such as supplement, exclusion, institution, excluding the securities of the contract to t	
317	Anonymous		hōyC Ci	CapEx Website - comment Form			Das Comment # 18
317	Anonymous		héjic Ci				
317	Anonymous		MyC C			in the read-cord oil; the dispert of an elegand or an elegand or according to seed seed correctly to the correctly and t	
317	Ananymous		MyC C			T-50T's projected staffic growth and communing times are weaggersted because communes will change their driving patterns as attentions become more available or favorable. Specific give ingrows yeard not disministe competition than in inclinal Community. Table of our improve regiment patting variety in relating the specif times in the highest and access made.	
317	Ananyraus		MyC C:		Laters/Induced Demand		See Communit 4:33
317	Ananymous		MyC C		Laters/Induced Demand Laters/Induced Demand Public travels / Mallimodel banoportation	T-50T's projected staffic growth and communing times are weaggersted because communes will change their driving patterns as attentions become more available or favorable. Specific give ingrows yeard not disministe competition than in inclinal Community. Table of our improve regiment patting variety in relating the specif times in the highest and access made.	See Communit #33

				Recial justice	disproportionality impacting innel businesses and minority communities. Widering the highway with the limited connectivity, currently in Modified Solid Alternative 3, would perpetuate, expand, and worsen the demographic divide that begin with the city 1028 maker plan.	See Comment #3
			-	East/West Connectivity	ETGGT continues to privine Madriad Alternative Build 3, then we send by the resident ealigned by or CNG Council which all to heart is a cell for a substantial increase in east event connections white advantage for some more applicate of their is the following the properties of the first increase. In the following the connections white advantage to the following th	Sas Comment #20
			l l	Public transit / Multimodal transportation	One that emphasions the health and safety of the residence who have along its borders, one that makes space for an expending new public transportation spaces, one that does not connect into the earth the fiscal based transportation of the last contrary to it is fiscable enough to entopy see the inchnologies of the next generation.	See Comment #13
318	Anonymous		MyCapEx Website - Comment Form	Burytunnel	As only given that is not all (3.5) to be a positive. Additions, by a constraint of the case to be in playing seat, and are activated in the case to be in playing seat, and are activated in the case to be in playing seat, and are activated in the case to be in playing seat, and are activated in the case to be in playing seat, and are activated in the case to be in playing seat to be into playing seat	See Comment 425
				Regional connectivity	It would also be great if the project could somehow incorporate future rail into the design.	See connect #1
				Business/Residential Displacement	l know businesses will be displaced. They should be compensated for having to move.	See Connecut # 21
319	Anonymous	3/7/2023	MyCapEx Website - Comment Form	Latent/Induced Demand	I don't think it's been will communicated how the plans will benefit the region and the traffic flox.	See Comment #18
320	Ananymous		Voi on must 1	Cannwall Engligement		1607 is as warked with community and approxy desambleation to create an engaging policit condensed present. The project fasts were controlled feedback regarding the condensation pairs valuable, reject propose and meet, origin of alternatives. Now the accountable present of the project fast of the project
				Do not widen/no build	Me and a lot of people here in Austin don't want 35 expanded, we don't want more lanes.	San Comment #5
ID	Commenter Name	Date Received	Source	Topic	Commet	Responses
321	Anoosh Razien			Community alternatives	has 13 Cours Express Course. Our florwance large development of the attempt to consider the size of meaningfully considering recursing of attempts and the Course plant of the attempt to consider the size of meaningfully considering recursing of attempts the considerable with the Course plant of the attempt to consider the size of meaningfully considering recursing of attempts and the Course plant of the attempt to considerable the size of the attempts the attempts the size of the attempts the attemp	
			ŀ	Do not widen/no build	Please run the rigorous analysis found throughout thousands of pages of ES on the ReTinsk3S and Reconnect Austin proposals.	See Comment #5
322	Arthory	3/1/2023	Email	Do not widen/no build	To 1 Size occurrent as a ration bable. The as were, ration, and apply pain, the buryoned company for the contract of the ration of the first and	See Commertés
323	Anthony Birlestas	è-ne, insk	VOH	Do not widen/no build	Note the even in plaquement with the concentral of 155. There has been a platfore of formed research and executions that talks us this is the writing direction. Curtainly are from the even requirement makes. Ultimately, we need to three with a greater time function. For example, included energy a cer in a city so disease an Austin land suscessful. Both from an environment angle and in registed of efficient interpretation.	Sec Comment #5
				Public transit / Multimodal transportation	So with that in mind why don't we invest in methods that would encourage other transportation mediums such as walking, non-cer motorized whicks (like a bless), and public transit.	Sw Comment #13
324	Anthony Butler	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	William of this three support of a high lapsed and system to be installed in Texas. Manify between the 'big crise' as an alternative to flights. Would cut long distance communics in half. See Action to EP Pass. Houston to Dillias. And as on.	Second 11
325	Anthony Cruz Jr.	1/19/2023	MyCapEx Website - Comment Form	Regional Connectivity	Town needs a bitter parameter and returns, Commons are getting some because of the number of case on the road and expansion bort alleviating the problem. Please review the Lond Star flad proposal so we can have true high-speed rail and decrease traffic along the 25 condor.	Sectional #1
326	Anthony Fowlkes	3/1/2023	VOH	Do not widen/no build	Suppressed the efforts undersides by 1500°ts to be more approaches to the project. However, I feel that it should not be a printing to increase capacity on 35. While we should be concerned about driving staffic to other develop, think maintaining or even reducing capacity on 35 might be a better part forward fee the future.	Sectioner(45)
327	Anthony Harper	\$100,0000	VOH	Do not widen/no build	Take disappointed in the convent given for the LSS Capital Express Centur project, and it this is advocable address the needs of Auditiris communities, it places are undus burden on the only infrastructure and does not do enough in seconogal attenuate transportation sprices such as opining or public traves. The proposed toke line only given as the rough as Woodwest St., which is computely inadequals. The proposed toke line advocable to a faces of Sungiture care for greate accessibility. Thesely, not proport consideration.	Sectioner(#5
				Reroute to 130	I strongly urge the Texas Department of Transportation to revoke intensiate traffic around the city of Austin instead of through it, to include enhanced public transit options, and a more expansive bodievand.	Seconment #3
328	Anthony Lacagnina			Do not widen/no build	National Ampsion Manager Temps Open as The Control Control Product Open and American Control Production of the Control Pr	The Comment #5
					We have numerous real-entificacy experiences hashing to ECEN VODES fastic congestion, such as the Kay highway expension. Frough a well-documented phenomenon income as "bolazed Demont". Stilling of dations are specificated, and what are set in with 10th to saffic, over publicion, come froutnotion, and a benerificating quality of life for citizen.	Sec Comment #15
				Business/Residential Displacement	Moreover, the expension end dendation and displace many residents and businesses. With the fundorsus may an metal prices Austin has found in the lace decade, many of these residents will likely be useful to reside	Sec Comment #22
				Public transit / Multimodal transportation	These are many alternatives, One would be to adoubly invest in public transportation, installation of a light real or achievy that actually services high-traffic areas would be the most effective strategy for decreasing suffic.	See Comment #13
				Community Alternatives	rerouting traffic around Austin, as proposed by Rethink 55, would allow for better access to the city from the growing suburbs without clogging the downtown stretch with even more traffic.	See Comment #4

				Do not widen/no build		See Comment 45
329	Anthony Sone			Do not wider/no build	Manifold Program Manage Thomp Atompt are a received for Admit or Manifold Support Control Con	See Comment #5
					1 DPMOSE TADOD'Ts plants for 1-35 and 10PMOSE expansion. Highway expansions DOMT work, 1 they wonser complished (nake with the Kary Freeway), air noise and water poblution, sidely, and transportation options beyond driving, 10 years of construction for just a few years of congestion relief is NOT	
					worth it. I don't want to use an interstate highway for my local trips.	
					Leopect TxDOT, Austin City Councit, and other representatives to stand up for me. Anthory Sene	
			Ī	Reroute to 130	I am FOR The Rethink35 proposal, redesignating another highway such as SH-130 as an intenstate, a boulevard going through town, a public transit-first project.	See comment #3
			ŀ	Tire Wear	TxOOT's process in this project is flawed. It ignores induced Demand, construction impacts, particulate matter pollution from tre wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					PRITOWINA, WITO LIST STATES: TROOMERY, IN THE WAYNES.	
					Mobilitid5 Program Manaer Tomm Abreto.	See Comment #5
					Assembled. Process Manager Through Control (Process Assemble Through Contr	
					region means. Looking at the plain, it doesn't bolk like we are really expanding the lanes of 155, but rather catering to people who can afford to pay a toll to get through downtown. This is at the cost of Eupayers, in both money, time, and incomeniences causes	
					by construction. LSD is currently 4 laines both directions (at the upper and lower deck). This plan simply removes the dock and puts 4 unfolled laines in with 2 totaled laines. Again, the total dans are simply for people who can afford this. It does not help the whon can be considered to the contraction of the contr	
				Do not widen/no build	by statistical contraction of the statistical of th	
330	Anthony Stevens				commute across the city every eigh can not although so distins a day just to get to work. This plane would be code a major accordancy print for Laphford state prevention used for up to 8 years?! This lake use the heart of the town, and it's just unaccoptable to dose one of the most accessible access points. If this plan dose go forwards, I hope we include many more protected (or located) bike puths, and other trained options, and improved access to ladpoint size. Anthony	
				Reroute to 130	Encouraging the use of \$4:30 for fingifit and through traffic would do fair more to improve traffic than anything issed in the plain, and be chaiped Simply allowing fingifit to travel fine through that path, would save us the entire cost of individing (\$5. This was the purpose purpose of \$4:50, and yet if failed because people dashes not invade.	See comment #3
					would save us the entire cost of rebuilding (35. This was the purpose purpose of SH-130, and yet it failed because people dislike toll reads.	
331	Anthony Teiada	1/31/2023		General support	Why not	See Comment #S
331	Anthony repada	1/31/2023	MyCapEx Website - Comment Form	General support	wity rock	DAN CONTRACT #0
332	Anthony Whiting			Do not widen/no build	MAXING Program Manager Teams Program Services and American Service	See Comment #S
					isson. This operais nature of my home has one gives unmotioned by a pletthora of people. A bittler financies along possible and if if years wents to keep faith with the claim, and promise, as a leader in the 21st century this is in. The con sequences have the financies of the people of the peopl	
					cafer to insurance can and fright trucks - but from young kids to the idealy, the Barton lifegrands to the graduated to	
				Recial Justice	Trendite 35 was constructed through a once shopy mere college and state capital town but undoutdedly embedded in institutional raciom. It is no accident a vessel for large quantities of transmissional suprement on right through the historically black residence of East Austin, released of wealthy while packed to the vessel of Mopes such as Tamptown. What message does it and to these aims communities affected by residing, page, the operations and where an on-harm in coloration personality to all such as the coloration of the color	See Commant #3
					affected by redlining, plight, then gentrification that there is no harm in drastically expanding the size of 435?	
333	Anton Hazlewood			Community Alternatives	Mobility35 Program Manager Tommy Abrego,	Sax Comment #4
				-	Mobility35 Program Manager Tommy Atrego. As a born and related Austiritis I have seen this city grow tremendously and have also seen 135 traffic get worse and worse. Lagree with ReThrink35 that the current proposal will not resolve the issue.	
	1			Reroute to 130	135 should be revolved outside the heart of downtown. There should not be an intensival staffic going through the middle of a City. The current expansion will incentivial more staffic through the city and will	
	1			merousé to 130	135 should be rerouted outside the heart of devertown. There should not be an interstate traffic going through the middle of a City. The current expansion will incentivize more traffic through the city and will have irreversible health effects to our citizens.	
334	Antonia Taylor	1/23/2023	MyCapEx Website -	Regional Connectivity	This money should be used to create train systems from San Antonio, Austin, Daltas & Houston. Surrounding areas can be serviced. HIGHWAYS ARE OUT! RAILWAYS SHOULD BE IN!	See comment #1
			Comment			
					MobilitySS Program Manager Tommy Abrego,	See Comment 45
					Makington program Manager terminy program. And the standing of assembly and desired program (1906) again and oppose the expension of 135. This present trive and five again in various US claim broughout triansy (blastic and See Principles of the Again of the Again in various US claim broughout triansy (blastic and See Principles of the Again	
					that the idea of expanding the highway system not only does not decrease congestion, it classes here to the only and its nesidents that is easily investible without a significant investment. The most designed in the property of the prope	
					Measure transport of the Control of	
				Do not widen/no build	Sincerely, Artonio	
335						
335						
	Antonio Mondragon					
	Antonio Meneragon					
	Anterio Monenagon		-	Air Quality/Noise	Not only in bilaterial evidence is a factor in my opinion had the fact that the fact of pins completely ignores the very likely potential harm that it will cause in the environmental, excitat, and commercial	dia Connect \$33
	America Memeragen		-	Air Quality/Noise	Not any is historical ecidence is a factor in my against hat the fact that the ToOT plan completing ignores the very living potential herm that it will cause in the environmental, vectoral, and commercial expects of the city just to create a band and softent for a problem caused by the each same methodologies that put the highway there to begin with just makes my appointing even through.	See Comment 854
	Antonio Monoragon		-	Air Quality/Noise Community Alternatives		Ser Connect 434 Ser Connect 44
	Antonio Monenagon		-		Not only in historical evidence is a feedor in my opinion that the first that the TACPT plan completely ignows the very likely potential harm that it will couse in the environmental, excitate, and commercial expected of the light part is the plan to treat a later data is indicated by a problem counsel by the light part is the registery time. We happy with plan makes my opportune even stronge. Legent TACPT, the utdag generation, and the local generating of the Audion mention was to believe to the counsel of the part is the local to the counsel of the part is the local to the counsel of the part is the local to the counsel of the part is the local to the counsel of the part is the local to the local to the counsel of the part is the local to the loca	
			-	Community Alternatives	sepect ToOT. the sales government, and the local governments of the Audio motion was to black to the visual of the project, how you local of the city in to committee of fundamentals, and create a place per adapt something sales give less of the full that 3D proposal (but will actually ment that needs of the oily now and for many many years to come.)	See Connect 64
ΙĎ	Contrienter Name	Date Received	Source	Community Alternatives Topic	equal ToSS. the state appearment, seld the local government of the Aution mean even belief in the result of the people, they local of the stay in its current and future states, and create a plan (or adopt womening along the lose of the feature 35 propose) (that will assessly meet the result of the objects and for even years to come. Comment	Date Contract of 4 Table 2 Tab
1D 336		Date Received	Source	Community Alternatives	equal ToSS. the state appearment, seld the local government of the Aution mean even belief in the result of the people, they local of the stay in its current and future states, and create a plan (or adopt womening along the lose of the feature 35 propose) (that will assessly meet the result of the objects and for even years to come. Comment	See Connect 64
1D 336		Date Received	Source	Community Alternatives Topic	sepect ToOT. the sales government, and the local governments of the Audio motion was to black to the visual of the project, how you local of the city in to committee of future existing, and creamine a place per adapt something saling the lines of the Mortes 3D proposal (bit will actually ment that needs of the oily now and for many many years to come.)	Date Contract of 4 Table 2 Tab
10 336		Date Received	Source	Community Albernatives Topic Do not widen/no build	equal ToSS. the state appearment, seld the local government of the Aution mean even belief in the result of the people, they local of the stay in its current and future states, and create a plan (or adopt womening along the lose of the feature 35 propose) (that will assessly meet the result of the objects and for even years to come. Comment	Date Contracted # 1 Properties
10		Date Received	Source	Community Alternatives Topic	sepect 1607; the dating powerment, and the boding powerments of the Audion interior was to bisen to the victors of the project to the city in to covered and four addings, and create a principle of the city in t	See Comment #4 Responses See Comment #5
336		Date Received	Source	Community Albernatives Topic Do not widen/no build	separt ToOT. The state paraments and the local paraments of the Audion metro was tollated to the united the paralle, they local at the stay in its current and follow states, and create a pine in adopt something stange the lines of the facilities 35 proposal) that will aboutly meet the medic of the stay now and for many many pains to contain. Comment Manifest Singless Manager Texney Arrange. For this star 70 years, for even of these agains to been shown that including many and provide provide the start of the start of years, for the start of years and other parameters. To start of washing movey or read wildering, invest in public transport? Provide considering PLDEE	See Comment #4 Responses See Comment #5
336		Date Received	Source	Community Athernatives Trace Do not widen/no build Public transit / Multimodal transportation	separt ToOT. The state paraments and the local paraments of the Audion metro was tollated to the united the paralle, they local at the stay in its current and follow states, and create a pine in adopt something stange the lines of the facilities 35 proposal) that will aboutly meet the medic of the stay now and for many many pains to contain. Comment Manifest Singless Manager Texney Arrange. For this star 70 years, for even of these agains to been shown that including many and provide provide the start of the start of years, for the start of years and other parameters. To start of washing movey or read wildering, invest in public transport? Provide considering PLDEE	See Comment #3 See Comment #3 See Comment #3
10 336		Date Received	Source	Community Athernatives Trace Do not widen/no build Public transit / Multimodal transportation	separt ToOT. The state paraments and the local paraments of the Audion metro was tollated to the united the paralle, they local at the stay in its current and follow states, and create a pine in adopt something stange the lines of the facilities 35 proposal) that will aboutly meet the medic of the stay now and for many many pains to contain. Comment Manifest Singless Manager Texney Arrange. For this star 70 years, for even of these agains to been shown that including many and provide provide the start of the start of years, for the start of years and other parameters. To start of washing movey or read wildering, invest in public transport? Provide considering PLDEE	See Comment #3 See Comment #3 See Comment #3
	Correlator Name Antonio Pioncale	Date Necessed	Source	Community Athernatives Trace Do not widen/no build Public transit / Multimodal transportation	sepect 1607; the dating powerment, and the boding powerments of the Audion interior was to bisen to the victors of the project to the city in to covered and four addings, and create a principle of the city in t	See Comment #3 See Comment #3 See Comment #3
336		Date Received	Stores	Community Athernatives Trace Do not widen/no build Public transit / Multimodal transportation	separt ToOT. The stating parament, and the storig paraments of the Audion rooms was to black to the received of the project. Nov) loss of the city in its correct and funder wideles, and crowsha price per adopt sunning giving the lives of the Reference Spring possible control. Comment Comment Analogy Shappace Shapp	See Comment #3 See Comment #3 See Comment #3
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337	Controlled Nation Anthres Plannas Anthres R. Cassagnel Anya Gandenasi: Apacha Badey	1/31/2023	MyCaugles Website - Community from	Community Alternations Topics Do not evidently to build Parties served, Malminosal transportation Regional connectivity Personal connectivity Do not evidently to build Connectivity Alternations General support	Separat ToOTs, the stating powerment, and the boding powerment of the Austin Intelligence and to leave to the color of the appeals, but you loss at the city in to covered and found actions, and creates a price or adults woulding during the lines of the Austin SS proposal (but will actually must the result of the city in the city in to covered and found actions). **Comment** **Analogish Register Makeager Towns Assign. **Analogish Register Makeager Makeager Towns Assign. **Analogish Register	Section Sect
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330 330 340	Antonio Pianea Antonio Pianea Antonio Pianea Antonio Pi Cassagnal Anya Ganderadi Anya Ganderadi	1/31/2023 3/7/2023	MyCargie: Website-Continued from Email	Community Athernations Trace Do not sedany to build Public oransi / Multimodal to emportation Pregional core activity Pregional core activity Do not eviden, this build Community Athernations General support On not widen, this build	Separat ToOTs, the stating powerment, and the boding powerment of the Austin Intelligence and to leave to the color of the appeals, but you loss at the city in to covered and found actions, and creates a price or adults woulding during the lines of the Austin SS proposal (but will actually must the result of the city in the city in to covered and found actions). **Comment** **Analogish Register Makeager Towns Assign. **Analogish Register Makeager Makeager Towns Assign. **Analogish Register	Temporaria
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345	Armandina Ortiz		MyCapEx Website - Comment Form	Air Quality/Noise	This expansion proposal does not have the health and safely of Tecans in mind. There will be more vehicles gaing through the middle of Tecans in the largest only which will create more air politicion leading to expansion proteins for many including clothers, does a data and people with respiratory proteins. We already enduring nor lives with the light of towards that drive right need to date much smaller than them. 15 or the Tecan to Supposal leaded of yell.	See Comment #34
					It's time for Yeas to put people ahead of profit.	
				Reroute to 130	Better idea: build a connection from ISS connecting to 183 on both north and south sides so the big rigs go around Austin. Then add additional lanes to that portion of 183.	See connect #3
346	Arman do	3/6/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello,	Sae Contract #5
	Castan				Adu. Types are to know that These Department of Transportation is considering expending highways when it is abundantly clear that we should be reducing and tearing down highway prilatoricuse that each within whate centers, buy, or any or latering down highway prilatoricus which will not expend to be reducing the service of the servic	
					peops and abid priside way Westing Trouble between everylary sealarman and used. A regiment of each cartrights in any or to ab peops and abid priside way Westing Trouble between everylary sealarman and used. A regiment of each of the seal or to to this when I know that what awaits me in Teoss is highways and highway expansions. It has been an incredibly liberating	
					Issuing or resoons using such to have my are written as using you be passed in 1 mail. American's do not west care, they do not want to be forced into traffic, they do not want highway expansions. Stor the hishway expansion and save thes, fleetuce traffic and interest traffic and wearing speeds flow. Maintain Austin culture by not buildouring urban cores for care.	
					July 19 Tigening Experience and Article American Control of Research of Times and Times American Control of Times American Control of Times American Control	
347	Arpad Takacs	1/17/2023	Email	General support	Districtions thange and Commissioners: Thank you for recognizing that 135 through Audin is one of the most congested readway segments in the State of Feas. As this seriously outsided readway is often could be Made Street of Feas, as this seriously outsided readway is often could be the Advantage of Feas, as the commodate the two and entirensistic or size of the infrastruction into an individual point and excermedate the two and entirensistic or size of the Advantage, I man which they have going an expension of \$100.00. Thank you for you considered of this request. Eart form by those and the Advantage of the Adv	Sau Comment #8
					Accordingly, I am writing uponly to express my complete support for the 1-35 Culpruit Express. Lettrat oneign as proposed by ISAULI. Training go boy your consideration of this request. Settl term my introversal control of the request. Settl term my introversal control of the request.	
348	Arturo Arriaga				About (S.S. Program Manager Tomny Springs). It is an assigned of Auto, See A State (S.S. And	See Comment #5
				Do not widen/no build	worst infrastructure project TsDot has ever attempted. Highways don't work and the current proposal to expand 135 would make Austin less safe, safe economic growth, and make traffic even worse during peak out. TsDot should immediately consider the alternative proposal like turning (35 in a boulevard or open the process to more consideration from the public.	
					Think you.	
				East/West Connectivity	Of 135's many flaws, none is more important than its division of the east and west portions of the downtown area	Sac Ormani #20
349	Asena Tapaevalu	1/30/2023	Email	General support	Duar Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Audin is one of the most congested reachesy segments in the State of Teas. As this seriously outsided reachesy is often could be Made Street of Teas. As this seriously outsided reachesy is often could be Made Street of Teas. As this seriously outsided reachesy is often could be made to the seriously outsided reachesy in the seriously outsided reachesy i	Saa Correnat #8
					Accordingly, I am writing today to express my complete support for the 1-35 Capital Express Central design as proposed by TuDOT. Thank you for your consideration of this request. Assets Tephenals	
350	Ashley Jackson		MyCapEx Website - Comment Form	Do not widen/no build	In the first August and 19 Agrees and 19 has some water out in a sold highly separation propose. This is an extremely benefit propose, 1000 pro-base based used of CRSS, my done to understand two code! of concessions the State of State o	See Comment #5
					deserves the best that 7000T can deliver. Are we serving Teams or are we serving 18 wheelers from Mexico?	
				East/West Connectivity	We need more each-wast connections over H35. It is worth the investment to drop the highway underground entirely between 200 and Lady Bird Lake	See Comment #20
				East/West Connectivity Caps/Deck Plazas	We need more each west connections over INSD. It is worth the investment to drop the highway underglound entirely between 290 and Lady Brid Lake PLND CRP AND STITCH. Modify the plain to include better pediatries crossings and each west bridges at ground level that can support future developmen	See Comment #20 See Comment #42
351	Ashley Keith	3/6/2023	Email	Do not widen/no build		See Contrast 4-1
	, , , , , , , , , , , , , , , , , , , ,		_		Mobility55 Program Manager Tommy Abrego. Expanding 1-55 meses further dividing QUR city, displacing and burdering QUR citizens. It means doubling down on policies that increase polition and decrease quality of life. It's the wrong move for Austin.	
					The proposed alternatives for returning I.35 through the central segment do not meet Delivood 2 neighborhood needs and actually cause mobility issues.	See Comment #184
					The proposed alternations for missisting 135 through the control segment do not have Datesid 2 neighborhood reach and admissly cause making season. The proposed alternatives call for causing upon of the face emissions to the originatives. This will consent the efficiety of garing or an end out of the neighborhood, and increases the cut of through Staffic or the neighborhood when this night hand use owners great the neighborhood when the proposed amendment of the control of the control of the face of the control of the control of the face of the control of the control of the control of the face of the control of the face of the control of the control of the face of the control of the control of the face of the control of the control of the face of the control of the control of the face of the control of the control of the control of the face of the control of the	
					traveling north on Airport backs up, which it does regularly at all times of day. Neither of the proposed alternatives address this issue, and instead focus on the left turn to go south on 1-35, a section of traffic that only backs up briefly during rush hour.	
					hour. The proposed postability rimed use pullways to naviges the Arport, 35 interaction without a car are unnecessarily housile to anyone without a car. Instead of diverting car driver, who car easily traverse hills, goals changes, and increased editions, must car a plant to any other than the proposed manner and use pullways that it was proposed manner and use pullways that many facilities the traver distance for an electrical value and an entire quite an efficient to design the design of the proposed manner and the proposed ma	
					The proposed pathways also include an outrageous proposal of 'underpasses' for pedestrians, including a very long segment in which pedestrians are expected to pass under the 8 lanes of Airport Bhd instead of crossing at the intersection above ground. These tunnels salve pedestrians out of sight of anyone around, which is uncomfortable and unappealing to any mixed use path users, including the young and disabled, especially after dark. Furthermore, given that TuDOT is well	
					aware of the number of people into use highway infrastructure as shelfer because Austin lacks sufficient afforcable bossing, it is inconceivable that the furnets will not be turned into shelfer for three people, resulting in poor outcomes for everyone. As a final point, this intersection regularly sees issues with flooding during heavy rain, making pedestrian turnels an even more unustable proposal. Cars can easily navigate a bit of water on the road. Expecting pedestrians and cyclists to do so is about.	
352	Ashley Scherr	3/6/2023	MyCapEx Website - Comment Form	Delwood	to do to a basic. One of the company of the data of the company o	
352	Ashley Scherr	3/0/2023	Comment Form	Derwood	1500T is attempting to reduce conflict points' behaviour production and conflict points' production and conflict points' behaviour production and conflict p	
					The proposed alternative insplineup designs extract connectionly through the central region, including the Datasout 2 neighborhood and support of the proposed alternative insplineup designs extract connectionly through the central region, including the Datasout 2 neighborhood action, by premoving connections across 155. This invidences and exacerbates the historic and current scalad and examples actions and the proposed actions are proposed actions are proposed actions and the proposed actions are proposed actions and the pr	
					The remonal of highway crossings also increases the negative environmental impact of the proposed alternatives. By reducing the ability to cross the city through alternative transportation options like walking or cycling, the design increases reliance on polluting and inefficient forms of transportation like cars. It also has negative social and economic impacts by making it difficult to cross the city sear to west or vice versia.	
					Proposals for elevated mixed use crossings do not ameliorate the lack of connections. Preceptions, cycliess, and other users should not be forced to climb long ramps or stains for elevated crossings or be forced so far out, of their way. Making these crossings is unappearing and difficult to use will result in them not being used.	
					We are concerned that the environmental impacts of all the alternatives are modeled based outdated modeling methods and inaccurate and unrealistic traffic projections. Traffic on 135 has remained	
					Mobility35 Program Manager Tommy Abrego,	See Comment #5
					Assembly Request Message of Beninghouse, Pages and Assembly Regular Message of Beninghouse, Pages and Assembly Regular Message of Beninghouse, Pages and Assembly Regular Message of Beninghouse, Assembl	
				Do not widen/no build	Auton Besuthul and Cerean. As born and research issued Moustanian, I can speak from first hand leved experience that highway expansions DO NOT WORK. Houston has 8:10 lane freeways that CONTINUE to get more and more backed out. Highway expansion is a failacy, an	
353	Ashley Yen				illusers. Please hear the people cut, we are asking you to consider alternatives to the i-35 highway expansion. Sincerely,	
					Altiny	
			İ	Business/Residential Displacement	There are intricate, special businesses along i-35 that would no longer exist with the expansion.	See Correlat #21
354	Ashton Sandoval Oaks	3/6/2023	Email	Do not widen/no build	MobilityS Program Massager Tommy Ashraph, Saurochly opposed to informing projects be the empirical data suggests it just disen't solve truffic problems.	See Commant 45
355	Ather Beig	3/7/2023	Email	Do not widen/no build	MobilitySS Program Manager Tommy Abrago, don't want to use an intensiate highway for my local trips. Build a bypass to move USS out of city	See Comment #5
356	Audrey Brumback	3/7/2023	MyCapEx Website - Comment Form	Air Quality/Noise	We need precise and accurate measurements of air quality Prevent water runoff from politicing the river Bus only lanes	See Commant #34
ID OCT	Commenter Name	Date Received	Source	Topic Do not widen on huild	Comment Mobilit\u00e3 Protraim Manaier Tomm Altreto.	Regionals
357	natrey oracis			uo not waith/no build	Mobility35 Program Manager Tommy Abringo, Halfo, Halfo, Then a native Central Texas: I live in Assist off of Keenis and work at 135 and William Cannors, I occose the 135 expension processel in its current state, I would support a processel that: Expanding 35 as proceed does not solve our problem forms—	
					Tim a native Central Texan; This in Austin off of Knemp and work at 135 and William Cannon. Loppose the 135 expansion propose in its current state. I would support a proposel that: Expanding 35 as proposed does not solve our problem long-term. Please consider some of the solutions.	
				Reroute to 130	1. Red level through-traffic to 150, or the 153 toll, either as affordable to it reads or — better—as state histways or intentates. Local residents should not have to compute with travelers and trucks for read	See consequent AS
				MI WI W 2.30	1. Installments stricting-interior to 2.00, or this 16.5 lost, within as introductive on rounds or — Detain — as seaso rightness, so or interiorists, social reactions amount not have to complete with drawners and trucks for round space downtown.	
				Public transit / Multimodal	2. Puts public transit at the forefront. We cannot continue to rely on cars. Austin "must" improve the routes and reliability of our public transit.	See Comment #13
				transportation	to the first and the state of t	
				East/West Connectivity	3. Throcoughly connect east and west sections of the highway	Sas Comment #20
			ŀ	Caps/Deck Plazas	Create more green space – eg covered sections, grassy berns.	Sau Comment #42
					METHOD THOS	See Comment 65
					I am very strongly opposed to the 135 expansion project. This is an antiquated project that is wrong for our city. If widening highways worked, Houston and Los Angeles would be known for their great traffic rather than famously horible traffic. "Iraffic" or "congestion" is a function of density-especially density of desirable destinations. Downtown Austin is "congested" because there are a lot of places people want to go, neet to each other. This problem is not solvable until we finally raze	
					the obj (and all the places we want to go) until it's just a paining lot. Why not manage demand through tolling? Why are we working against the public transit investment being made in the City of Austin? Why are we compromising the health and safety of Austin nesidents for the sake of exurban commuters? I do	
358	August Stanley	3/7/2023	Email	Do not widen/no build	No is support the description of my cay. I would like to see the unsightly upper deck removed and NO expansion. No adottional laines. It is challenging enough to access my daily needs from the Cherrywood neighborhood. I have to cross i SS at 35th 1/2 Sto get to my joint HEB, to my gen, and to work. My choices are walking, where I have to actually get OFF the sidewalk	
					termination of the part of the production of the	
					the drip land of the buttons we want it got just this plant gotter, but the product of the land of the button of the land of t	
359		1/26/2023	MyCapEx Website -	General support	Chairman Bugg & Commissioners, With the new proposed schematics and alternatives I ask that there be significant attention paid to drainage when going autherranean. After spending some years living in	See Comment #8
			Comment Form		Charmen Bagg & Commissioners. With the new proposed schematics and attenuatives I sale that there be significant streetion paid to drainage when going subtransees. After specifing some years bring in thoutant to become quickly appeared that in heavy storm events these depressed sease assists become the "be specific and on creative significant spronting." Consus, we have as all knows topography than the Houston area, I just weinfed to raise content and makes when the designation are contenting this in their approximant of the Inside Suprision schematic deposits and proceeding 19 (2017). This knows the deposits are contenting this in their approximant of the Inside Suprision schematic deposits and proceeding 19 (2017). This knows the schematic deposits are proceeding 19 (2017). This knows the schematic deposits are proceeding 19 (2017). This knows the schematic deposits are proceeding 19 (2017). This knows the schematic deposits are proceeding 19 (2017). This knows the schematic deposits are schematically assist and the schematic deposits are s	
360	Aurora Silva			Do not widen/no build	Mobility55 Program Manager Tommy Arrago, I am a resident of Austin and two near 35 in Windoor park.	See Comment #5
					I am a reason to ruse near LSS in Windsor park.	
					I don't want to use an intenstate highway for my local trips.	
					I don't want to use an intendable highway for my local trips.	

				Latent/Induced Demand	109909E Tx00Ts plans for ISS and 109909E expansion. Tx00Ts process in this project is flawed: It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the sociose of freeway removals, and this turific modeling is flawed.	See Currenat #18
				Air Quality/Noise	Righter specimens DOYT work. They worker congestion (as we saw with the King Freeway), air rose and water pollution, safely, and transportation begind during. 10 years of construction for past a leavy years of compastion made in SOT worth X.	dae Comment #34
					Data from centerated in the former of 3.5% were found on the former of 3.5% where the any point found hand non-incremental impact Statement point comment period. Currently, may of ACCID, members are sensor in high chord that are non-incremental comment period. Currently, may of ACCID, members are sensor in high chord that are non-incremental comment period. Currently, may of ACCID, members are sensor in high chord that are non-incremental comment period. Currently, may of ACCID, members are sensor in high chord that are non-incremental commental commental comment period in the commental commenta	Sea Comment #5
				Do not widen/no build	concerns. Austern is a beauthor of the of instance and it would be the interestioning to waitors, of examples. We hope you understand our vernies concerning the environmental impact a highway sepansion would impose on our city, and make an effort to address these issues. Until our voices become a part of the conversation, we will continue to make our continue is known and contest the expension. We believe that, Institute, we can create a truly transformative future for all.	
				Do not widerly no build	Thank you for upholding our country's democracy, Austin Climite Coalition	
361	Austin Climate Coelition					
				Community Alternatives	As high scholars from across the oily, we want to express our strong opposition to 1500T's plans to expand 135 due to the regions impacts it would have on our city and the surrounding environment in an effort to reduce such effects, we would like to see conversations concerning alternatives to expension, such as Ratiolo35.	Sea Comment #4
				Climate Change	Consists placed by good version is during printed description between the consists of grown between the consists of grown between the consists of grown between the consists of the consists o	See Comment #51
					Modispids Regions Manager Tomos Advanced Tomos Advanced Association of the Section of the Sectio	Sive Comment #5
				Do not widen/no build	The great will only add now emissions, the Introduktion Compliants in south to get the project through environmental reviews. The supposed traffic Armagodor has been projected time and of the again, with the number of care on CS though it the same and here were decided as given them the initial projection as access 2000 at the observation youth of its row "forestanding" of 20-56 just fine well-fill conducts are remained or could even be remotely considered scientific. This project does not serve the interests of those who called the live in Austin, but rather areas to grow control as control removementally destructive generaled development in max such markets of those who called the project of the control of the cont	
362	Austin Donovan				1-DC or an appropriately bracked into charge departs in the first the properties of	
				Reroute to 130	Recoding 105 and reducing the lates count of the convently disponent is the expr finder that can reduce overall emissions, and the only one that would make the area around the legitweys involve, as it was different to be included in the convent of the convent o	Sea connent #3
363	Austin Haag		MyCapEx	Reciel Justice Do not widen/no build	This project is racially unjout, condenses the future of Austin to car dependency for decades to come, and is climate anson. I coe 1-35 all the time and I drive for Uber, Please do NOT expand 1-35. It will make things worse from the time it starts to the time it. finishes, it will NOT make traiffic better.	See Comment 63 See Comment 65
			MyCapEx Website - Comment Form	Public transit / Multimodal	Please put the 3 BILLONS OF DOLLARS towards public triansportation!	See Comment #13
				Do not widen/no build		See Comment #5
364	Austin Hopkins			Do not wider/no build Listert/Induced Demand	Abstract Surger Manager Terrors species (as a species of the speci	Sea Comment 45 Sea Comment 43
365	Austin McWilliams	2/8/2023	Email	Latent/Induced Demand General support	The current, plain of expansion will do nothing to allevable the faith currently effecting the readway and will lead to worse traitin in the future due to the induced Cerement that, it will cause. Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested neadway segments in the State of Texas. As this seriously outstand neadway is often	See Comment #25 See Comment #8
					The counter gain edispersion will do setting the device the body compression principle	
					Face Cleans Reg and Commissions. As the Commission of Commissions	Sea Comment #8
366	Austin Pyter Austin Schnepp	2/14/2023	Email	General support Do not widen/no build		Section 15
367	Austin Schnepp				MachillySS Program Manager Tommy Atrago, 1099026 TxCOTs plans for 135 and 1099056 expansion.	
				Air Quality/Noise	I don't find highway expansions to be effective. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
					Wasted to ensure i chasted basic in for this record of public comment. If on risk apport proceeding on the corner preferred ball alternative, "bodified ball alternative 3" sal do not support expending a fineway through the heart of any oils, much less the witness capital of a growing state such as Texas. Ference plan was now beinginged in the heart of chaste, and be placemake devides and boundaries, regardless of how many bilisters of delikes we spend to alternative to 'town' them up.	Das Comment 45
					In or support processing on the current professional distribution. **Controlled build alternative **Seal for this support appearing on the current professional distribution **Controlled build alternative **Seal for this support appearing of the seal of size, and, so the seal that the seal of t	See Connect #S
					In or support processing on the current professional distribution. **Controlled build alternative **Seal for this support appearing on the current professional distribution **Controlled build alternative **Seal for this support appearing of the seal of size, and, so the seal that the seal of t	Sections 15
368	Austin Taibert	3/7/2023	Email	Do not wider/no build	for this popular proceeding on the current preferred batk alternative, "modified batk alternatives" 3 as it on ortopport speciality of a fewer prompt the hard of any day, much been been violent as of any one who where capital of a growing state such as Texas. Thereup have never been being all in the hard of clins, with pleases of the controlled in, supplicated of all sizes in more profit based and sizes a great to alternative to "one" of men. The controlled in the sizes of the sizes a second or and a size is alth plain, do not being in this location, it mere has and it ever will. More capacity, could be built for less mensy in almost any other location in the entire Auditin more area, much has the state, making that has coulty making the size of a fewer.	Sec Connect 45
368	Austin Tailbert	3/7/2023	Email	Do not widen/no build	In or support processing on the current professional distribution. **Controlled build alternative **Seal for this support appearing on the current professional distribution **Controlled build alternative **Seal for this support appearing of the seal of size, and, so the seal that the seal of t	fine Comment #5
368	Aussin Tailbert	3/7/2023	Email	Do not widen/no build	In or support processing on the current professional distribution. **Controlled build alternative **Seal for this support appearing on the current professional distribution **Controlled build alternative **Seal for this support appearing of the seal of size, and, so the seal that the seal of t	fine Comment #5
368	Aussin Taibert Aussin Warner	3/7/2023	Email Email	On not widen no huid Ar Quality Passa	It is not support processing on the current option of such and support agreement go the support go the support agreement go the support go thave go the support go the support go the support go the support g	fine Comment #5
	Austin Wenner	3/7/2023	Email		The contraction of the contract profession of th	
		3/7/2023			It is not export processing on the current options during durings. Notice the control process of the control process of the control of the control process of the control o	Sac Consisted #34 Magaziners
	Austin Wenner	3/7/2023	Email		It is no support processing on the current operation shall alternate. Yes also for a support sequencing is howey from any one processing to the second of a groung gas are about a force, recognition of the second	
	Austin Wenner	3/7/2023	Email		It is no support processing on the current operation shall alternate. Yes also for a support sequencing is howey from any one processing to the second of a groung gas are about a force, recognition of the second	Sac Consisted #34 Magaziners
	Austin Wenner	3/7/2023	Email		It is no support processing on the current operation shall alternate. Yes also for a support sequencing is howey from any one processing to the second of a groung gas are about a force, recognition of the second	Sac Consisted #34 Magaziners
	Austin Wenner	3/7/2023	Email		It is no support processing on the current operation shall alternate. Yes also for a support sequencing is howey from any one processing to the second of a groung gas are about a force, recognition of the second	Sax Consisted #34 Associated
	Austin Wenner	3/7/2023	Email	Air Quality Fisions Topic	It is no support processing on the current operation shall alternate. Yes also for a support sequencing is howey from any one processing to the second of a groung gas are about a force, recognition of the second	Sax Consisted #34 Associated
	Austin Wenner	3/7/2023	Email	Air Quality Fisions Topic	It is not export processing on the current options during durings. Notice the control process of the control process of the control of the control process of the control o	Sax Consisted #34 Associated
369	Austin Wenner	3/7/2023	Email	Air Quality Fisions Topic	It no to exposit processing in this country options below disturbance. You disclose has been designed in the country options the beautiful of the process of	Sax Consisted #34 Associated
369	Austin Wenner	3/7/2023	Email	Are Quality Primes Trapes Trapes Do not widen, this braid Liebert, Produced Scenario	It is no support processing in the current operation of a ground great beautiful and a strength or the control operation of the control operation operation of the control operation operation of the control operation operation operation of the control operation opera	Date Consensed #48 Management
369	Austin Wenner	3/7/2023	Email	Air Quality Planae Topic Topic Do not widen to build	It is no support processing in the current operation of a ground great beautiful and a strength or the control operation of the control operation operation of the control operation operation of the control operation operation operation of the control operation opera	Saw Consent 434 Magazinese Saw Consent 45
369	Austin Wenner	3/7/2023	Email	Air Quality Yomas Topic Topic Do not widen to build Later (Volume Demand	It is no support processing on the current operation deliverable management of the service of people of the people	See Construct 614 Magazinea See Construct 613 See Construct 613 See Construct 613
369	Austin Wenner	3/7/2023	Email	Are Quality Primes Trapes Trapes Do not widen, this braid Liebert, Produced Scenario	The content of the content operation operation of the content operation operation of the content operation operation operation of the content operation operation operation operation operation operation operation operation of the content operation	Date Construct 6-16 Minoconses See Construct 6-16 Date Construct 6-16 Date Construct 6-16 Date Construct 6-16
369	Austin Wenner	3/7/2023	Grand Source	Air Quality Yomas Topic Topic Do not widen to build Later (Volume Demand	It is no support processing in the current option of a support processing on the current option of a groung case with the Taxward Park and a groung case with the Taxw	See Construct 614 Magazinea See Construct 613 See Construct 613 See Construct 613
369	Audin Warner Connected Nation Audin Warner	3/7/2023	Email	Air Quality Yomas Topic Topic Do not widen to build Later (Volume Demand	The content of the content operation operation of the content operation operation of the content operation operation operation of the content operation operation operation operation operation operation operation operation of the content operation	See Construct 614 Magazinea See Construct 613 See Construct 613 See Construct 613

				Do not widen/no build		See Comment #5
372	Autumn Miley			Do not wider/no build	Mobility35 Program Manager Tommy Abrego, I am strongly in opposition of Tx:00T's expansion of 1-35. Additional lanes will only marginally and temporarily improve traffic, and the construction alone will make traffic even worse way before it would get better. We need better solutions to	See Comment 45
					traffic issues. Please do not move forward with the plans for I-SS. There are better solutions that prioritize people over cars.	
				Public transit / Multimodal	Indiaed, efforts should be directed towards improved public transit infrisotructure. This will decrease the # of vehicles on the road by making public transit flessible for more Texans.	See Comment #13
				transportation		
373	Ava Waters	3/7/2023	Email	Bike/ped safety	Final once Sease are proposed in the off attachment Year enightechnod is not affected on It's ease for you to size destroy the other homes in an assessmen enightechnod. This is is shared in the ch	See Comment #30
		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			Enail cop: Please see our concerns in the pdf attachment. Your neightorhood is not effected so it's easy for you to say deatiny the older homes in an assessme neightorhood. This is is shameful on the city and something must stop this from happening. The completes PDF is located in the public hearing summary, appends in F.	
					The pdf letter explains it. The complete PDF is located in the public hearing summary, appendix F: Preserve and obtent the sale podestrian, bicycling, and traffic-lethold throughways that Wilstine Boulevard and Soletiffer Neurous product Anderstrian—contributes with strateurs, dog-coverse, write learns of socceptaging leths, debety ambiens—such from their registering from the streach Publicanon Park. To juxoperdize their salety and render the park mere inaccessible would be worse	
					Padestrians—mothers with strollers, dog-covers; entire teams of secontplaying kids, elderly amblers—walk from their neighboring homes to reach Patterson Park. To jeoperdize their safety and render the park more inaccessible would be worse than a middler moved more investment network reach investment in their world. Indicate the control of the contro	
					than a middair, it would mean discounting their well-being and the properties of th	
					could not enter Witshire from the 41st Street crossover but would be compelled to turn left onto the frontage road instead, where they will have easy access to Airport Boulevard	
374	Ava Wroten			Do not widen/no build	MobilityS5 Program Marager Tommy Atregs, Audin is growing, There are proven ways to keep up with this kind of growth. Adding more lanses to an existing overly saturated highway is not the way forward for us.	See Comment #5
					Assists is growing. There are proven ways to keep up with this kind of growth Adding more lanes to an existing overly saturated highway is not the way forward for us.	
				B-10-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	Invest this money in public transit, Reroute through traffic elsewhere	See Comment #13
				Public transit / Multimodal transportation	петем изв'ятому ят разле- изголь, техноль изголеда изголь манятили и	JUNE CONTROL OF JUNE
375	B Barnett	1/26/2023	MyCapEx Website - Comment Form	General support	Chairman Bogg & Commissioners. With the new proposed schematics and alternatives I ask that there be significant attention paid to draining when going extremeness. After spending come years living in Nucleant December 10 and 1	See Comment #8
			Comment		concern and make sure the designers are considering this in their approach. Otherwise, while in support of the 1-55 Capital Express Central design as proposed by TADDT. Think you,	
					live at 1801 Elmhurst Dr. Austin Tix 78741. Built 1956. When i bought this property i knew it was doine to the freeway. All the same, there was no free trade thus few trucks on 195 and of course over 30	See Comment #21
					Instal 2GC Ethnical D Austin 17 2F41. Built 1955, When I longift this property I have it was case to the Present, All the aeris, their was no file to take the book on this and of course our 2D aeris and appropriate the property is have it was part and present and a source of the aeris and a source of the aeris and again and aeris and are sourced on the district was a part and and are sourced on the district was a part and and are sourced on the district was a part and and are sourced on the district was a part and and are sourced on the district was a part and and are sourced on the district was a part and and are sourced on the district was a part and and are sourced on the district was a part and and are sourced on the district was a part and and are sourced on the district was a part and and are sourced on the district was a part and and are sourced on the district was a sourced on the district was a sourced on the district was and and are sourced on the district was a sourced on the district was a sourced on the district was and and and are sourced on the district was a sourced on the district was and and are sourced on the district was and are sourced on the district was and and and are sourced on the district was and are sourced on the district was and and and are sourced on the district was and and are sourced on the district was and and are sourced on the district was and and and are sourced on the district was and and are sourced on the district was and and and are sourced on the district was and and and and are sourced on the district was and and and are sourced on the district was and and and are sourced on the district was and and and and are sourced on the district was and and and are sourced on the district was and and and are sourced on the district was and and and are sourced on the district was and and and and are sourced on the district was and and and and are sourced on the district was and and and and are sourced on the district was and and and and are sourced on the district was and and and	
					upherval: 1500 Sumit is to be taken down for the sake of this poorly thought through project. Its not that do a construction. Look it up. as fort of issues around original constructions to that, after a great project of the poorly thought through project. The not that do a construction.	
					noxations, over 4 years. The fournation was a real stock, tool over 2 year. Lists and isfort of correct pound. The properly access the road from me when it lought was 24 empty folk with besideful trees. The neighborhood all but used it as a dog park which was wonderful. I have there was a chance in time that it would be sold. It was developers built	
					above and beyond all the allowances COX made (consisting code and they simply complained about how buy they see and to the developes know to allow them plans, get approved them build differently because inspectors don't make it as in the developes know to allow them plans, get approved the build differently because inspectors don't make it as inches plans, get approved the build differently because inspectors don't make it as inches plans, get approved the build differently because inspectors don't make it as inches plans, get approved the build differently because inspectors don't make it as inches plans, get approved the build differently because inspectors don't make it as inches plans, get approved the build differently because inspectors don't make it as inches plans, get approved the build differently because inspectors don't make it as inches plans, get approved the build differently because inspectors don't make it as inches plans, get approved the build differently because inspectors don't make it as inches plans, get approved the build differently because inspectors don't make it as inches plans, get approved the build differently because inspectors don't make it as inches plans, get approved the build differently because inspectors don't make it as inches plans, get approved the build differently because inspectors don't make it as inches plans, get approved the build differently because it is a plant of the building the build	
					probably 4) some years in to have go dust of concrete across from me they could guide dust of concrete across from me they concrete across from me t	
					over my car to allow for it. Anyway's bring five it up because the youtube prevocorded presentation is watched last Wed (when I found the presentation is aw advertised on roadway was only live and it was starting then, was all about selling the project rather than looking at	
					Coverage that who the St. The state of the St. The state of the St. The state of the St. The	
					new an objective the properties of the propertie	
					trains etc. who now would tree ALDYCQUIDE the freeway?! Never mind that, i couldn't imagine surviving construction which would probably go on 24/7. And then all the issues of being right on freeway. I didn't buy a house right on freeway for a reason.	
					The concentration SETTLING is Audion below COS decided to alterize Audit on a page of the page with sealer for the recovery and below with the high books. But now their particle flast tiel there to all the page of the page	
376	b shunn	8147,0444		Business/residential displacement	Sect Committed to SETTING in Austin before COA decided to advantase Austin as a place NOT for people who settle but of for movers and shakers with the big bucks. BUT now i feel particled that i will have to find another first another instant he I. This where the surnit is not that this connective that invanish shall be undersored IVS. I can invanish another IVS. I can be undersored IVS.	
					the statement was a fine to be seen to be se	
					loved at the Mexican stores and resturants, the presence of different ethnicions book than and I clearly XNEW there was a freeway. To now try to make a freeway break between what is east of it and what is west of it aesthetically is plain stupid "reviences". Seekies. after all the "perinfication" that has saidy occurred on E side that I discrimination".	
					arguement doesn't fly at all	
					This is TX and were git climate crisis. Strink building more and more wisk ways will have people waik to work in 100 degrees? Think by time this plan is built it will be right for the times? why giving Cap metro 9.4 Mil simply to continue service (such that it is).	
					Cascal mention of historic venues and tustings to be taken. asset of having national values and sustained to be taken.	
					arother issue is en studies for noise reduction and wellthy is everything corth and south of us considered, and the cost of a barrier justified and yet our RESIDENTIAL.	
					single and displax flouring unifa wasn't even assessed. This clearly not awarded??? Most it, apartment complexes, dog parks git barrier but this hood. East (since this has been made an issue in SELINOR the project to the community) is NOT considered.	
						See Comment #5
					1) he lived here well over 30 years, jost 1 building off the N bound feeder road of USS between Woodland and Riverside. That's enough time to fell you with containty that the buildup of traffic / stopped traffic backing up S of Riverside at times has NOT A THING TO DO with any curve in the freeway and EVERYTHING to do with too many on and off ramps on ISS	DAM LOTTERATE #D
					per ciuda by discentine Autor. Wideling \$40 of \$10 of activities a best point of activities a best point of activities and activities a	
					To project read. That allow would probably reduce traffic adequates 3) Again, I live just 1 building width away from the N bound feeder road of 125 AND YET I have been challenged to find out facts about the intended 125 expension. Once i pushed, i connected with 2 Tx DDT employees who were very kind, 1 tried	
					3) Again, the just 1 substing with away from the N board feeder read of USS AND YET in law been challenged to find out facts about the intended US expension. Once i pushed, i connected with 2 TX DDT employees who were very kind, 1 tried to send me answers to 1/2 of my concerns, couldn't answer other. The other dist. So I am still lift with justifiable concerns beyond theiring this is a indicationally large project proposed when surely PART of it could help	
					SO i am still left with justifiable concerns beyond thinking this is a riciculously huge project proposed when surely PART of it could help	
	1	1				
	1	1		Do not		
377	8 Shunn	1		widen/n o build	3) I can't stress enough what a bad taste it leaves, how very much stress it has cuseed that you havent shown those of us so close to the freeway werent shown the respect of being given a better understanding of what was going on. So now we sit on properly, our largest investment that noone will wanne buy white things are up in the air nor will anyone wanne buy heading into years of noisy construction EVEN if for commercial useso basically i'm fucked, my retrievent plans are now	
	1	1		0 0010	messed with and this is atoma cost me husely financially	
	1	1			4) Noone has been able to explain why how you chose JLST 5 locations to test for NOSE decibels. ALL 5 tested justify a sound barrier. To me and any i speak to then ALL of the length will justify sound barrier but only those areas chosen to test will be given notes barriers. Now under in that? Shownow can inserve recovers about the will movement caused with construction and what that will do for my fealing home, built in 1956.	
	1	1			6) name can aroust mustifing set construction price work from home and my sessions require must	
	1	1				
	1	1			I frame to an anothing is with an anothing to an anothing and anothing and anothing and anothing and anothing and anothing anothing and anothing and anothing anothing anothing and anothing ano	
	1	1				
	1	1				
	1	1				
378	B Shunn	3/7/2023	Email	Construction	to to me what is still needed is that those of us hiving so very close to the freeway be given a CLEAR picture of what TX COT proposes. Incleed this should be given well enough in advance so that our entire financial futury means of surviving references is not potentially propositional?	See Comment #178
					financial Survey means of surviving (reference is an oppositually propositionally) propositionally oppositionate of the surviving (reference is an oppositionally) propositionally oppositionally opposit	
					Also once built it will centinue to cause my home to vibraine. ALREADY centain vehicles on 135 cause my house to vibraite	
379	Badri Krishnan	1		Do not wider/no build	MobilityS Program Manager Tommy Abregio, Towhem It range concism.	See Comment #5
	1	1			To whom it may concern. Farm a resident of size A Audits. Farm a resident of size A	
	1	1			10PPOSE TubOT's plan for I-35 and I OPPOSE expansion. With the increase in sky rises and population - Publix transit should be the cities number one priority, not highway expansion. 10 years of construction for just a few years of congestion residf is NOT worth it.	
	1	1			like in the middle of the city in one of the most, prime locations in eact Austin and have had to deal with unbearable noise from the highway, I don't want to use an intenstate highway for my local trips. I expect TxDDT, Austin City Council, and other representatives to stand up for me.	
	1	1				
	1	1				
	1	1				
	1	1		Reroute to 130	1 Believe the highway should be purposed as a boulevard and all non local traffic should be redesignated around the city, such as on 94-130	See commant #3
	1	1		Latent/Induced Demand		Sax Comment # 28
	1	1		Linent/Induced Demand	ToOT's proces in this project is flewed. It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flewed.	James Auditionals, # Aud
	1	1				
	1	1		Air Quality/Noise	Highway expensions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Contract #34
	1	1		Business/residential displacement	Expanding it will impact the the cities' land ceners and business from building in prime location because of the awful impact of living or running a business on or near a highway.	See Comment #21
ID.	Commenter Name	Date Received	Source	Toric	Provinced:	Bennese
	January Name	Oute mounts	JOHN CO.	Topic		raligionis
					Dear Chairman Bugg and Commissioners: That is used for execution that 1.55 formula Austin is one of the most consisted readway seaments in the State of Tesas, As this seriously cudded readway is often called the Main Stoyar of Tesas, all Tesas called the Main Stoyar of Tesas.	See Comment #8
					action to transform this critical stretch of infrastructure into a read-way that will accommodate the rapid and immense growth we are expeniencing in our great State.	
380	0.11	2/9/2023		General support	Takes by the "resignated (that 3.50 trough about 1 over of the most composite making segment in the base of fease, at the section, another contactor in the base of the base o	
380	Bailey Tipps	2/4/2023	Email	General support	Thank you for your consideration of this request. Thank you for your consideration of this request.	

381	Bandini Patel			Do not widen/no build	Matching Stronger Money From Stronger S	See Comment #5
				Latent/Induced Demand	ToO'D's process in this project is flawed: It ignores induced Demand, construction impacts, particulate matter pollution from the waar, the failure of almost all highway expansions, the success of freeway removals, and list traffic modellars in flawed:	Sau Comment #2.8
						Sur Comment P.M.
				Air Quality/Noise	They worsen congestion (as we saw with the Kaly Freeway), air cross and water pollution, safety, and transportation options begind driving. Fall comment can be viewed in the appendix of the public hearing documentation. First and foremost, I would like to commend your staff who were at the Public Hearing. They were very limit, helpful, and	Sec Contrant #34
				General support	Full comment can be viewed in the appendix of the public hearing documentation. First and foremost, I would like to commend your staff who were at the Public Hearing. They were very kind, helpful, and informative. I appreciate them and the time they specific infrast-city with one and all of the both critizans who were there.	See Comment #8
					Facility through a distribution of the deposition of the depositio	
					Reduced traffic roles in our neighborhood wast of I-35 associated with: The research of the summarish.	
					**Recipitat from the Character Control (Character Character Charac	
					o The inclusion of a continuous noise wall along the northocuted frontage road - Increased cornectivity between exist and west Austin - Increased cornectivity between exist and weet Austin	
					The extensive proposed bicycle and pedestrian facilities Assistatic breatments at the 98 21/7th Street bridge 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	
				Noise	le face name concerns as follows:	See Contrast #69
382	Barbera Cull		VOH		It has have concerns as foliose. Commutation make in which to reduce the nesion in our neighborhood during construction, please consider constructing the proposed noise walls as a first phase of the construction process or providing temporary noise walls during construction. In effort to exhaus the review in our neighborhood during construction, please consider constructing the proposed noise walls as a first phase of the construction process or providing temporary reside walls during construction.	
					process or providing temporary noise walls during construction.	
					2. Limitations for access to acceptational distributions of access to acceptational distributions of acceptation of the accepta	Saw Comment #20
					2. Limitations for access to southbound 1-35 maintanes. Currently we use the existing southbound entraince ramp at 32nd Street to access the 1-35 southbound maintaines. With the removal of the southbound 1-35 creat on a 1-35 southbound entraince ramps at 2nd street, access to southbound 1-35 could only be archived at two locations, the 1-35 southbound entraince ramps at either Areport or 15th street. The two scenarios based on the modified Alternative 3 follows:	
					a. 15th Sheet Sorrario: The first option to access southbound 1.53 via the 15th Sheet entrance-ramp. From 38 1/2th steet, by would require travelling approximately 1.5 miles along this southbound foretage rand/hostward section and section for the section 1.5 miles along the southbound foretage rand/foretage rand/foretag	
					States A process to find or process to the conference to the c	
					Append Exement Options with the account option is to bravel morth on a 1-25 morthocount frontage made. Append Exement The account option is to bravel morth on a 1-25 morthocount frontage made. Append Exement The account option is to bravel morth on a 1-25 morthocount frontage made, usually a 1-25 morthocount frontage made and a 1-25 morthoc	
				East/We	The control of the co	
				Connect	In the arrange of the control of the	
				ivity	II.A. If the connection of the u-turn to the frontage road there is a confluence of traffic from three different directions. High traffic volumes, in addition to the slews of the u-turn conto the frontage road may cause safety concerns. Please consider providing a declared large from the u-turn to the southern of traffic volumes, in addition to the slews of the u-turn conto the frontage road may cause safety concerns. Please consider providing a declared large from the u-turn conto the frontage road may cause safety concerns. Please consider providing a declared large from the u-turn conto the frontage road may cause safety concerns. Please consider providing a declared large from the u-turn conto the frontage road may cause safety concerns. Please consider providing a declared large from the u-turn conto the frontage road may cause safety concerns. Please consider providing a declared large from the u-turn conto the frontage road may cause safety concerns. Please consider providing a declared large from the u-turn conto the frontage road may cause safety concerns. Please consider providing a declared large from the u-turn conto the frontage road may cause safety concerns. Please consider providing a declared large from the u-turn conto the frontage road may cause safety concerns. Please consider providing a declared large from the u-turn conto	
					This single lamb bold condition nonthissand foreign read a furnity to such floated foreign read to felfs: volume has a higher volume pase? 2555-5550, than the sociales nonthissand fereign read to weathboard Aropet fload ordin, volume pase? 2555-5550, Pleast the sociales nonthissand from pase and to support the sociales and the social ordinary of the social ordinary o	
				Do not widen/no build	The complete comment is localed in the public hearing summers, appendix F. Does Sinc: Lappase the current plan for widening of L35 through Austin for the following reasons: Just look at the pattern on the Austin VisionZero map body along L35. The TIDDT plan will only make injuries and deaths along L35 grow exponentially.	See Constraint #5
					(https://visionzero.austin.gov/siewer/map)	
				Reroute to 130	In its analysis justifying widening 6:35, TXDOT is not addressing what vehicles will use it. If widening 6:35 is intended to allow more long-hauf truck use, we would be better served by ending the toll charge on I	See convenit #3
					3o so that trucks will choose to bypass central Austin. If the objective is to accommodate more vehicular traffic, there is ample evidence to show that more lanes merely result in more vehicles—when Houston widened the Katly Freeway, (1-20) to as many as 26 lanes in 2011, it only alleviated traffic flow for one year, and then traffic inturned to the same gridlock.	
					Ottps://www.bloombierg.com/news/features/2021-09-28/why-wideeing-highways-doesn-t-bring-traffic-relief)	
					Abbough 1000'f funds some public barriet, in its analysis, there is no explanation how Asstar will increase public branet use—or any admonistrational content of the unless public branet is feature than others, the public will continue to drive—vaters support public branet, but for someone else to use. TDDIT, Austin, and CupMoro below ignored the proven international model of Curitios, the bart's rapid but supplem that has some noutes running every 90	See Contrast #13
					public will certifine to driver—view support public trained, but for someone lee to use. TUXDOT, Audin, and ClapMarto have gironed the proven international model of Curritios, brain's rapid bus system that has some noutes running every 90 seconds, in flower of "business as usual". 3. In its analysis, TXDOT does not advises the fluture of public trained; it states that there will be an integraled spised or fair, rigid bus and buse, but again, TXDOT, Audin and ClapMarto have not planned to make public trained time the country. (During the public trained).	
383	Barbera Epstein	2145,0644		Public transit /		
				Multimodal transportation	my house in Central Assistin, a roughly one mise that to be ground you doubter as a twe-entral draw, by bout, it requires the boar routes and that are house, or a shall from wait, weather and aggressive where from the contract to the cont	
					residued in a funded finity globally, paging a law to the sear Frank. Figurity, yet is a common production of the produc	
					Do not be used controlling discovers in TRECT's 'recipior's and 'the popular variable for each discovered in CC to controlling would not be required to a second 2 for a se	See Comment #51
					accounted oil and give production, and a triansportation agency that has principally proceed more contained oil and give production, and a triansportation agency that has principally procreated more contained more contained in the contained processes of the contai	
				Climate Change	thinge by proposing this plan. With ample evidence to the contrary, TXXXT, ClapMetro and Austin senin't doing anything innovative, and sen't ecognizing that climate change should force us to change our driving habits. Instead, our officials are	
					forced to watch its beauty, its charm, its affordability, its weakability, its invability, disappear is tragic because the only reason for its decline is that the people who have the power to solve these problem just don't care—if they did care, they'd do the right thing,	
				Air Quality/Noise	We will increase air pollution and create insoluble traffic and housing problems for streets near the highway once drivers become frustrated with the slow pace of traffic on the highway	See Comment #34
384	Barbara Epstein	2/18/2023	Email			See Comment 68
		, , , , , , , , , , , , , , , , , , , ,			well, one of my finends just called to locally accid me about my critique of the 135 experience plan., and make a vailed point, pornething's going to be built whether we like it or not, so we might as well endorse the best option for our neighborhous—which would include buring the highway and copping it will give a spice and polarizative walkways. In comparative two events be two served for 150 or	
385	Berry Haydon	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1.55 through Audin is one of the most congested noishwiy segments in the Date of Texas. As this seriously outsided noishway is often collected the Main-Sheet of Texas, all Texas should call for food and decision action to transform this critical sexted of infestivation into a read-way that will accommodate the stepd and immense growth we are experiencing in our great Dates.	Sax Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this	
					request. Sent from my Phone	
386	Bart Matheney	1/17/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway seaments in the State of Texas. As this seriously outdated readway is often	See Comment #8
					Duc Chairman Bagg and Commissioners: These you for recognizing made had been used in the most competent mades appropriate in the Data of Fason. At this services, outdition contempt in the Data of Fason. At this services, outdition contempt in the Data of Endean and Commissioners an	
					squander this opportunity and money for Central Texas. EXPAND I-35 NOW! Thank you for your consideration of this request. Bart Mathemy	
387	Bart Matheney	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway seaments in the State of Texas. As this seniously outdated readway is often	Sas Comment #8
					Date Chairman Bugg and Commissioners: Theirs you for recognizing that 135 strough Audit in one of the most congested roadway segments in the State of Texas. As this services youtdated noadway in other positions of the state of Texas, as the same should call for bod and decisive action to brainform this orbital whether of Institutions into a reliably what will accommodate the proper and immense growth we are experiencing in our great State. Authority, it is ment injury to be processed yout Decision bequited by processed by EDCS. This way, for your consideration of this	
	1				request. Burt Matherey	
388	Becky Liendo	3/7/2023	Email	Reroute to 130	Mobility55 Program Manager Tonersy Arregio. And these other methods to recode non-local traffic? This seems like a headsche	Seconment #3
					Are there other methods to reroute non-local traffic? This seems like a headache	
389	Bek Stryker			Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	See Comment 45
					Lam a resident of Georgitown and have been and on/off again resident of Texas since I was 9.1 am about to be 31 and I have never known 135 to not be in some phase of expansion in the towns I have lived in along 135. Studies have shown highways expansion does not solve the problem, it just creates more and most criminal of them all is displacing people, typically people of color. We are a military family and	
					Making SA projects Manager Transport Services. Transport Services Tran	
				Public transit / Multimodal	Please invest in expanding public transportation rather than something that has already proven to have failed in Houston and Katy.	See Comment #13
				transportation		
390	Belen Ferree	3/7/2023	MyCapEx Website - Comment From	Do not widen/no build	Toos prides itself on it's ingenuity and there is nothing innountive about truth forcing a vider i-35 through Austin. Additional freeway tanes are shown to increase congestion over time. This proposed freeway expansion would create more problems than it solves. Invest in your critains and spand the effort and funding they deserve finding a thoughtful solution to increased traffic.	See Commont #5
			Comment Form		expansion would create more problems than it solves, invest in your obsens and spaind the effort and funding they deserve finding a thoughtful solution to increased traffic.	
391	Ben Abeto		Phy	Latent/Induced Demand	What coordination is being done among all three capital express projects to mitigate enterine multiplicative construction impacts (in construction, sulfer)? 135 is a major fright corridor that will be disrupted. The does this not cause induced Demand in the same way that 1:20 fails if reviewy expension? Where is the proof that managed lains will solve the problem?	See Common #18
	1		sica I		THE VICTOR WITH THE WASHINGTON DESCRIPTION OF THE BATTER WASH THAT I THE PERSON EXPLANABLE FOR THE PERSON OF THE PERSON WITH SORNE WEST SORNE WEST SORNE WEST SORNE WAS SORNE WASHINGTON THE PERSON OF	
	1		Co mm	Reroute to 130	Are there ways to divert through trips to alternative roads? Could tolls on alternative roates be lowered or removed? Could you make it easier for people to choose to use toll alternatives more	See comment #3
		1	ent			

Part							
Part	392	Ben Firutio	500,000	VOH	East/West Connectivity	As someone who lives only a few blocks from 1.55, I strongly oppose any expansion of the highway. Loammake to downtown from each austral along the 4th at bits laines and the most dangerous part of the typis is consisting few formings press from femal parts and only any devices a few more part of the typis is consisting few formings press and only 15% already. Adding more laines and making the disclaracies to consist larger will only make women just to swar derives an few markets writtle fruits call indicates the femal part of the typis is consistent to consist larger will only make some past to swar derives an few markets writtle fruits call forming the femal part of the typis of the femal parts of the fema	See Comment #20
March						congests the trightway agains.	
March							
March					Public transit / Multimodal	I also do not believe we should be embarking on a decide long process to invest in the most inefficient, cushon-emitting mode of barreportation when other forms of auxiliariable transportation are lacking funding such as bits lane, busies and project connects. Si should be demotified and replaced by a restricted enhanced at a leave immirrum shallout be buried as and capped the entre	See Comment #13
Part					transportation	langth through the city	
Part	10	A	Our Our land	0	Verla	Annua	
Part	ID and	Commenter Name	Date Received	Source	Topic	Commet	Negonias
March	393	ben Gordenberg	1/31/2023	Comment Form	regional Connectivity	comp commuter rue to 1 sees, se, sees connecting the rour major cross in a triangle, upricons are always a good tong for capturesm	OAN CONTINUE & A
March	394	Ben Goodwin	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Atrogo,	See Comment #5
March						We don't need to keep making these highways bigger, destroying what's left of our land in the process. It creates a huge inconvenience in locals lives and it only helps the transplants coming in running our states. The construction will probably last 20 years to considering two loc price helps when when you in 1-10. There's no good reasons for expanding the highways. Leave our state the way it is:	
March Marc							
March Marc	395	Ben Hamill		MyCapEx Website -	Do not widen/no build	oppose expanding I-35.	See Comment 45
Part				Comment Form		I don't want to travel around Austin on an interstate highway, whether in a car or by welking or bicycling. I want safe, pleasant, and walkable and bleable streets.	
Part					East Mark Consortiate	East wast associate school do at board coast 4.6 miles	The Committee of the Co
March 1908							
Part							
Market					Lower Speed Limits		FDOT is realizating the design guidance, which includes design speed, and must comply with federal and state standards for highway design, including TLXDT's Readway Design Manual, the AVSHTD Patricy on Geometric Design of Highways and Streets,
Market							and the Teas Manual of Uniform Traffic Control Devices. Committy existing frozings read possible speak within the project serie arings between 40-50 mph. Updated posted speeds would be determined once construction is complete. It is articipated that fioritage road speeds would be reduced to 35-40 mph and
							posited speeds for the glaneral purpose lanes of 1-35 would be 60 mph.
Market	396	Ban Hogan	1/31/2023	MyCapEx Website - Comment Forum	General support	Make this now.	See Comment #S
Mark							
Part	397	Ben Keiderling				Mobility35 Program Manager Tommy Abrego, Good morning, I am a resident of East Cleair Chavez neighborhood and reside at 1203 Willow Street, Austin 78702	See Comment #34
Part						I am categorically opposed to TNDots rushed plans to expand 135 through the heart of our city. I live near 135 and already believe it's a tragedy for our city to have this cancer of a highway right through our neighborhoods. The pollution is awful as the volume of raffic is already terrible. And expension is only going to increase traffic and pollution. There are many schools and millions of people that will be breathing this bad air, they are the ones that live in the city and the ones that will	
April 1997 Apr					tir Outlitu/Mairo	pay me precious the expensions. The expension is realled. The voice of the people who live in this city must be heard. The voice of those that live here who will suffer many many years while this work is ongoing, those that will be displaced because of this work, and those that live near this reportment year will be treathful again, and the production of the production	
April 1997 Apr					Ar Quarty/ressa	Assis has given and the city is a cancer that cuts through our our daily lives and clauses stress and health issues. We want to be heard by the council and TXDot. That we for idealing and foreign fewards to represent in with your or this.	
March Marc							
March Marc							
March Marc					Public transit / Multimodal	We want all this traffic diverted around the city and a bodeward with twa laines and cycle laines as the mode of transport. Making this expension will only encourage people to drive through the city more whereas they should be discouraged from that and encouraged to take public transport or walk or cycle. Driving about to the least attractive option, Induced Demand is real, and this will only increase the	See Comment #13
Both Control					transportation	problem we are already facing.	
Both Control							
Market St. 1	398	Ben Kessler	3/6/2023	Email	Do not widen/no build	MobilitySS Program Manager Tommy Abrego. Loppose batot's i-SS expansion in the absence of substantial transportation demand reduction options. Thenk you	See Comment #5
Market St. 1	000	A	4.7.0444		Berlin Linder		
Market St. 1	399	Ben Leftler	2/1/2023	Comment Form	Macial justice	1-35 was built to throke Audits index, and it remains a physical barrier and an environmental dissalar. The current upper deck segment to the mod dangerous stretch of road in Teals and must be addressed, but there is no sense in basing a wister scare through the heart of the most vibrant city in America. Audit observes a solution that aligns with correnuity goals rather than further dividing our correnuity, and we must ensure that exercisions are an exhibit the schedular and finite forward on resolution.	Dee Comment #3
Market M	400	Ran Lester			Do not widen in a build		New Comment AS
Market M						Please don't expand the highway. Thank you.	
Mark Supplies Part Supplie							
Set Set 1					Latent/Induced Demand	It is a wastle of tax dollars to fall prey to the 'Induced Demand' argument, I am against TxDDTs plan.	See Comment #18
The state of the control of the cont	401	Ben N. Snyder	2/9/2023	Phy	Do not widen/no build	I don't support you	See Comment #S
The state of the control of the cont				I Co			
The state of the control of the cont	402	Ben Overd			Do not widen/no build	MobilitySS Program Manager Tommy Abrego, 15. my name is Ban Oyard and I am a resident of Austin. I'm writing to excess my STRONG OPPOSITION to any and all expansion of intensiate 35 through austin. It has been recealedly shown that highway	See Comment #5
433 are fully Contract advanced to the full contract for full con						expansions do not improve traffic. This expansion will only worsen traffic, air quality, and division in austin.	
433 are fully Contract advanced to the full contract for full con							
Add bet Surday Additional and Additional Additional and Additional Additional and Additional Additiona					Reroute to 130	There is a simple and much cheaper solution that botc is not exploring; remove the totals on highway 130 and remove through traffic onto the bypass. This will save the state of Texas billions of dollars and improve traffic and air quality in austin. Do not force this highway through the heart of our capital against the will of the people who will be most affected by it.	See correses #3
Add bet Surday Additional and Additional Additional and Additional Additional and Additional Additiona	100	See Seth			Do not wide to be the	Makinda Barran Manter Yangs Hants	Sun Assessed III.
Add bet Surday Additional and Additional Additional and Additional Additional and Additional Additiona	403	Self ROOT			uo not wain/no build	Transmitter using 1-53 At times a week and despite the traffic getting notionably worse widering will not help solve the congestion. Currently there is little to public transportation despite a high demand for it. I hope you all consider taking action in this distortion.	See Southern #2
Add the Subsidies Direct selection bound of the Subsidies Direct Selection Subsidies Subsidies Direct Selection Subsidies Subsidies Selection Subsidies S						Bold,	
Add the Subsidies Direct selection bound of the Subsidies Direct Selection Subsidies Subsidies Direct Selection Subsidies Subsidies Selection Subsidies S					Public transit / Multimodal	I am a transportation engineer and strongly support investing this money into better public transit in the North Audin area.	See Comment #13
Community Districtions Later (Vinitional Distriction) Later (Vinitional Distriction) Add Districtions The Meditor SS proposal, indesignating worther Impliency such as 99-1359 as an interestable, a biomorphism group, etc. Later (Vinitional Distriction) Add Districtions Add Districtions The Meditor SS proposal, indesignating worther Impliency such as 99-1359 as an interestable, a biomorphism group, etc. See Comment 44 Later (Vinitional Distriction) Add County This as a common of the county of the second of the every second or the county of the every second or the county of the every second or the every second					transportation		
Community Districtions Later (Vinitional Distriction) Later (Vinitional Distriction) Add Districtions The Meditor SS proposal, indesignating worther Impliency such as 99-1359 as an interestable, a biomorphism group, etc. Later (Vinitional Distriction) Add Districtions Add Districtions The Meditor SS proposal, indesignating worther Impliency such as 99-1359 as an interestable, a biomorphism group, etc. See Comment 44 Later (Vinitional Distriction) Add County This as a common of the county of the second of the every second or the county of the every second or the county of the every second or the every second	404	Ben Suddeby			Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	See Comment #5
Community Districtions Later (Vinitional Distriction) Later (Vinitional Distriction) Add Districtions The Meditor SS proposal, indesignating worther Impliency such as 99-1359 as an interestable, a biomorphism group, etc. Later (Vinitional Distriction) Add Districtions Add Districtions The Meditor SS proposal, indesignating worther Impliency such as 99-1359 as an interestable, a biomorphism group, etc. See Comment 44 Later (Vinitional Distriction) Add County This as a common of the county of the second of the every second or the county of the every second or the county of the every second or the every second						I am a resident of 78752. 1.09902 RDOT's plans for 135 and 109902 expansion. I am FOR:	
Listerity finished flowards 1 (SQPT syrecount this area (in grown in familiar of agreement and an implement year of freedom of a finishing speciments with the season of freedom of an implement of a finishing speciments and a finishing speciment						Leopert TxCOT, Audin City Councit, and other representatives to stand up for me.	
Listerity finished flowards 1 (SQPT syrecount this area (in grown in familiar of agreement and an implement year of freedom of a finishing speciments with the season of freedom of an implement of a finishing speciments and a finishing speciment							
Listerity finished flowards 1 (SQPT syrecount this area (in grown in familiar of agreement and an implement year of freedom of a finishing speciments with the season of freedom of an implement of a finishing speciments and a finishing speciment							
Listerity finished flowards 1 (SQPT syrecount this area (in grown in familiar of agreement and an implement year of freedom of a finishing speciments with the season of freedom of an implement of a finishing speciments and a finishing speciment					Community Alternatives	The Rethrik 35 proposal, redesignating arrother highway such as \$14.30 as an intensiate, a boulevard going through town, a public trainst first croixet, etc.	See Comment #4
At Qualifyfilease Taylor questions 2001 rest. They werear congestion as we are with the Ang-Treasegy are rose and water publics, safely, and to-supportation gridness deprined string. 405 Note Thomas Do not extensive build a facility for the graph question of prographisms. We don't water rose to be little framework for the form and considered subtrops. But Comment 45						TxDOT's process in this project is flawed: It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway	See Comment #18
ASS But Thomas On and wedges/yets build If a PLOST 100.07. See Experimentation the proof of processor p						yemosiss, and its traffic modeling is fill/wed	
We are providing the went grapheses of transportations. We don't want row to be found that two leaves that are being a provided to the section of the sectio					Air Quality/Noise		See Comment #34
Please has not too the Througenetation' part of your department's name. You've not the Tease Department of Clear' Streezery, the Tease Compartment of Clear's Streezery, the Tease Compartment of Clea	405	Ben Thoma	2-01,000		Do not widen/no build	We are administrative the supply consists of temporatrius. We dealt used more those the March and Police We want one transportation and many importation and many importations.	See Comment #5
						Please lean into the "Transportation" part of your department's name. You've not the Texas Department of Carel Sincerely, Ben Thoma	
As a suggestion, made 35 a lot must be have a page of the must be have a set of the must be read to a read to the must be read to the mu						Ben Thoma	
As a supposition make 3 to 100. As a supposition make 3 to 1 for our for trocks, and 59 to 100 at for trocks. In the second of the second of trocks are tracked by the second of trocks are tracked							
Remarks to 1.20 As a baggedore, make 25 a left mode for scool, instruction of the chains to trade of the continuing in "accommodate" make 45 and mode for scool, instruction of the chains to trade of the continuing in "accommodate" make 45 and mode for scool, and scool and sc							
Add the Talans 2/1/2023 Small General support Committee Talans Committee T					Reroute to 130	As a suggestion: make 35 a toll road for trucks, and 39-130 a toll road for cars. Incentivible the choice to reduce traffic through downtown financially instead of just continuing to 'accommodate' more traffic.	See comment #3
Count to make count of the first, we mean another storm or process on the count of the county of the	406	Ben Toteon	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Think you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outstated readway is often	See Comment #S
This remanding contracts confidential self-invariation and is intended only for the included or against Character distribution or compliants, including the contract of the contract of the contract or compliants are contracted to the secure and coaded to corruptate, loss, descripted, incompliants, or contain visions. AQUILA Conversers LLC does not accept also also for any orans or consistent or contain visions. AQUILA Conversers LLC does not accept any orans or contain visions. AQUILA Conversers LLC does not accept any orans or contain visions. AQUILA Conversers LLC does not accept any orans or contain visions.						Accordingly, I am writing today to express my complete support for the ISS Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this request. Bean Token Bean Token	
liability for any arrangs or creasions.						This message contains confidential information and is intended only for the incividual named. Do not distribute or copy this sense if received by mistake. Please delete the message and notify the sender immediately if you have received this email by mistake. Email is not guaranteed to be secure and could be corrupted, lost, destroyed, incomplete, or contain visues. AQUILA Commercial, LCC does not accept.	
						liability for any errors or omissions.	

407	Ben Totson	1/23/2023	Email	General support	Date Chairman Bugg and Commissioners: Think's you for recognizing that 135 through Austin is one of the most congenied readway segments in the State of Texas. At this seriously addited madeey is often claim by the Mark Street of Texas, at Texas and Texas a	See Comment #8
					Accordingly, I am writing today to express my completes support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Ben Toton	
408	Ben Turner	2/7/2023	Email	General support	Our Courses Bugg and Commissioners: Thesis you for recipioning that 155 through Audin is one of the most congraind nodesy seignmen, in the State of Texas. As this seriously obtained nodesy is with extend for the State of Texas. As the seriously obtained nodes you with counted by the State of Texas. As the seriously obtained nodes you will be commissioned on the seriously obtained to the seriously obtained	So Convent 65
409	Berjamin Berg			Do not widen/no build	Assony 5 Pregnen Manager Terriny Arrago. Take the ITE or you crosses. The state ITE or you crosses or you crosses price. The state ITE or you're insended and code in for these Items price in the state of the stage of tightney experience makes congestion worse, this seems it is advised.	See Connect #S
				Public transit / Multimodal transportation	I would be more performed to minness this money bosonis other forms of public tensor.	See Connect #33
410	Benjamin Bittner	2/13/2023	Email	General support	Completely approve of the 135 expension in Audit. Our great States fast going captual city reselv.15 Date Claimen Bugg and Commissioners. The property of the 135 expension in Audit. Our great States fast great property in the State of Teas. As the website you calcular crossway is disn called the Main Street of Teas, all Teams should call for bodd and decisive and the property of the property o	Soc Contractist &
411	Benjamin Bradshaw	quajassa	VOH	Latent/Induced Demand	It is officially offer in all the material, there is not a single reference to the concept of infloand Demand or Branch paradisc concepts that have been well-existed stoon the 1990's, I see one reference to wholice grow, which is not the sales. The proper of the separation is defined to be nethood congestion, but it is a well-exponded fact that highway expensions do not reduce congestion. The only guarantee is that we will have more traffic and accidents for years as construction with processes.	Son Contrasted # 28).
				Reroute to 130	TxDOT needs to listen to the evidence. Re-route intra-city traffic to SH 130 and convert i-35 to a boulevard or business routs.	San comment #3
ID	Commenter Name	Date Received	Source	Topic	Commet	Responses
					Date Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Texas. As this seriously cutdened readway is often culted the Main Street of Texas, all Texas should call for bold and decisive	See Comment #8
412	Benjamin Burrow	2/15/2023	Email	General support	Our Claims Bug and Commissions. The part of the part of the part of the part of the cost composit rookey segment in the Zain of Texas, as this actions of collections yet within claim of the blast three of Texas, all Texas should not be total and decisive flavor. According, I am writing foolity to express any complete support for the 135 Cignita Egreen. Center design as proposed by TCOT. This key but your consideration of this request.	
413	Berjamin Deyo			Do not widen/no build	Mr Troot Troot,	See Comment #5
					on hoost routice): Suppose expanding the process of	
				Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; healt sidend impacts; and crashes.	Sau Comment #34
				Community Alternatives	I want community albernatives to expansion, including Reconnect Austin and Rethris 25, to be fully studied	See Comment #4
414	Berjamin Ghaemmaghami			Do not widen/no build	Radio(S) Program Musey Terms, Notice; Are a sociated Audio Table Size as goods the expension of US. An endless construction project through the corner of Audio self not support the growing community and as alternative road should be dissipsated as an internation. Thank you for your from, the	Soc Contract #5
				Community Alternatives	I support the alternative rethink 35 proposal and the creation of additional public transit and bike infrastructure. Our current public transit is effectively unusable.	See Comment #4
415	Berjamin Kleiman		My	Community Alternatives Bike/ped safety	Export the alternative rethink 25 proposal and the creation of additional public transit and biles infestructure. Our current public brank is effectively unusable. Please do not add more larne to PRSS thru central Audit. Improve all of the creating for biles and pedestrians.	Se Connect 44 Se Connect 450
415	Benjamin Kleiman		My Cap Ex We		Please do not add more lanes to 955 the certain Austin. Improve all of the crossings for bites and publishmen. Clap it all the way to 15 200 to reconnect a long upp divided city.	Se Connect #30 Se Connect #42
415	Bergamin Klafrman Bergamin Rogers	3/1/2023	My Cap Ex We	Bike/ped safety	Please do not add more time to 1925. The control Apalian, Improve all of the contamp for bites and publishmen. Cap all time are up to 15.20 th recovered as using approximation (and up and of the contamp for bites and publishmen. This is comment on the 15 Project in August. This is comment on th	See Comment #30
	Berjamin Kleiman Berjamin Rogera Berjamin Romero	3/7/2023	My Cap Cap Ex We	Bixe/ped safety Capsy/Deck Plazza	Please do not add more time to 1925. The control Apalian, Improve all of the contamp for bites and publishmen. Cap all time are up to 15.20 th recovered as using approximation (and up and of the contamp for bites and publishmen. This is comment on the 15 Project in August. This is comment on th	Se Connect #30 Se Connect #42
		3/7/2023	My Cape Ex Vivo	Ottop year substy Capy Clock Fiscals Livewrate of Texas	Please do not add more lanes to 955 the certain Austin. Improve all of the crossings for bites and publishmen. Clap it all the way to 15 200 to reconnect a long upp divided city.	Table Comment #30 Soc Comment #42 EGOT has been coordination with the University of Tease on cemp access. Please respin dut to LET for more information or to provide feedback.
		3/7/2023	My Cap Cap Ex Sa	Ottop year substy Capy Clock Fiscals Livewrate of Texas	Please do not add more time to 1925. The control Apalian, Improve all of the contamp for bites and publishmen. Cap all time are up to 15.20 th recovered as using approximation (and up and of the contamp for bites and publishmen. This is comment on the 15 Project in August. This is comment on th	Table Comment #30 Soc Comment #42 EGOT has been coordination with the University of Tease on cemp access. Please respin dut to LET for more information or to provide feedback.
416		3/7/2023	My Cap Cap Ex No.	Constitutes of Team Constitutes of Team Done of Males Done of Males Public Search / Malescond Public Search / Malescond Exceptionics Field Malescond Field Malescond	These are served and the contract in the STD Time centred Availant, improve and of the coverage for below and publishers. Capp at 11 was go 11/2 2020 in accounted a study age outdood only. Coverage, This is a commented on the STD Pinner of Availant Coverage, This is a commented on the STD Pinner of Availant Coverage, This is a coverage of the Coverage of Coverag	Table Connect #3 Table Connect #43
		3/7/2023	My Cop	Ottop year author Caso, Osca Pissas University of Years On not enter, the build Palest Harris / Multimondal Variety Facion	Please do not each more time to 1925 five control Apalian. Improve all of the containing for bites and publishmen. Cap all time was just 102 500 becomes all using approximation (and publishmen). This is comment on the 105 Register have been all using proximate times to the publishmen. Bites a comment on the 105 Register have been all using times the publishmen and the	Table Comment #35
416		8/7/2023	My Cap Cap Viva Viva Viva Viva Viva Viva Viva Viva	Constitutes of Team Constitutes of Team Done of Males Done of Males Public Search / Malescond Public Search / Malescond Exceptionics Field Malescond Field Malescond	Please do not add more time to 1925 five control Apalin. Improve all of the consumption to bless and publishmen. Cap all time are up to 15 200 be recovered as land age produced day. Cap all time are up to 15 200 be recovered as land age produced day. This is comment on the 15 th region in Autors. This is comment on the 15 th region in Autors. It is the land to engine in Aut	Table Connect #3 Table Connect #43
416		3/1/2023	My CC CC CC Wo	Otton/year substy Capin/Oxio Fiscas Days Oxio Fiscas Days out widen/yea build Puddic Format / Multimodal Waterporticism Dox not widen/yea build Dox not widen/yea build Dox not widen/year build	These as control and more brown to 1975. The centrol Assistin, Propose of all of the consumption for bines and publishers. Capp at 11 in the say to 15.25 th incorrect as the place place of the control and	Table Contract 43 Idea Contract 43
416		3/7/2023	My Co Co Co Co Co Vivo	One-system when you can be compared to the com	According to the control of the cont	Table Comment #35 See Comment #43 Good This base consideration with the University of Tease on comp across. Please reach and to 1.1 for man information or to provide feedback. The Comment #43 See Comment #43 See Comment #43 See Comment #55 See Comment #55 See Comment #55 See Comment #55 See Comment #56 See Comment #56 See Comment #57 See Comment #58
416		\$/7/2023	My Cop	One of wider, the build On not wider, the build Do not wider, the build Public spread, 1 Multimodal Security Andrea Do not wider, the build And Quality freeze And Quality freeze	Asset to risk of these between the 1925 Dris commons and unique producted day. Case if if it was put this 200 to recornect and unique producted day. Case if if it was put this 200 to recornect and unique producted day. Case if if it was put this 200 to recornect and unique producted day. Case if if it was put this 200 to recornect and unique producted day. Case if it is was put this 200 to recornect and unique producted day. Case if it is was put this 200 to recornect and unique producted day. Case if it is the case if it is the put this p	Table Comment #35 Table Comment #45
416	Bargarian Montaro Bargarian Montaro Bargarian Mondaia	3/1/2023		Ottory and suchiny Capin Clock Places Capin Clock Places Do not widen, two build Do not widen, two build Public to small, Multimodal Variagements Residu Justica Do not widen, two build Air Quality, Tease Bitanyoe sakiny Cammonity Marmations	According to the control of the cont	Table Comment #35 See Comment #43 Good This base consideration with the University of Tease on comp across. Please reach and to 1.1 for man information or to provide feedback. The Comment #43 See Comment #43 See Comment #43 See Comment #55 See Comment #55 See Comment #55 See Comment #55 See Comment #56 See Comment #56 See Comment #57 See Comment #58

420	Bernadette Hutchinson			Bike/ped safety	Mr TADOT TADOT. Egisteding the highway is such a horrible decision for this city, It will encourage more drivers, which is not what we should be moving towards as a city. Encouraging traffic and more cars on the roads is the worst idea for this city, Have you seen	See Comment #30
					We food? Indirect indirect in the food of the control of the contr	
				Multimodal Transportation	We should be expanding pedestrian and this paths to encourage green modes of transportation, which are not only better for the city's health but also the environment and noise pollution.	See Comment #20
					Dear Chairmin Bugg and Commissioners: Thank you for recognizing that LSS through Austin is one of the most congested readway segments in the State of Yeas. As this seriously conditions recovery is other called the Main Street of Yeas, all Teams should call for bold and decisive	See Comment #8
					Thank yo for recognizing that 1.50 through Austin is one of the most conglesion readway segments in the State of Teas. A this sensory outsided making or other collect the Main Street of Teasa, all Teams should call for bold and decisive action to transform this critical street of infrastructure into a made by that will accommodate the rapid and immense growth we are expeniencing in our great State. According), I am writing flowly be express in promptes support for the 35 Capital Express Certail design as proposed by ThOOT. Thank you for your consideration of this request.	
421	Bernardo De alba	2/9/2023	Email	General support	Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
422	Beth Hood			Do not widen/no build	Manifest Program Manager Enrors (Assign Enrors (Ass	See Comment #5
					I receive provide court of utilization of the country for the Autorn resident from the country for the Autorn from the Autorn	
					Expanding Rigilloways DOES NOT WORK to improve traffic and will make it worse (have you been to Housdors??).	
				Community Alternatives	Tomas the exercisin and six you consider attenuates, including the rething \$5 promosal. I do not arrive required 1% over all I use if for my local trips. I print sealed the hazard of the riph and alexand use	Sax Comment #4
				Community Avairables	Loppose the expansion and axis you consider alternatives, including the rethrink35 proposal. I do not verjoy crossing ISS nor will I use it for my local trips—I enjoy seeing the beauty of the only and always use alternative routes to avoid the highway. Please help be the leadership we need to keep our connected?	See Constant 1-4
423	Beth Langley	2/7/2023	Email	General support	Duer Chairman Bugg and Commiscioners: Their you for recognizing that 135 strough Audit is one of the most congested nadeway segments in the State of Teace. As this seriously auditated neadway is often called to Made 15 west of Teace, and Teace should not not be suffered in the State of Teace. As this seriously auditated neadway is often called to Made 15 west of Teace. As this seriously auditated neadway is often called to Made 15 west of Teace. As this seriously auditated neadway is often and the State of Teace. As this seriously auditated neadway is often and the State of Teace. As this seriously auditated neadway is often and the State of Teace. As this seriously auditated neadway is often and the State of Teace. As this seriously auditated neadway is often and the State of Teace. As this seriously auditated neadway is often and the State of Teace. As this seriously auditated neadway is often and the State of Teace. As this seriously auditated neadway is often and the State of Teace. As this seriously auditated neadway is often and the State of Teace. As this seriously auditated neadway is often and the State of Teace. As this seriously auditated neadway is often and the State of Teace. As this seriously auditated neadway is often and the State of Teace. As this seriously auditated neadway is often and the State of Teace. As this seriously auditated neadway is often and the State of Teace. As this seriously auditated neadway is often and the State of Teace. As this seriously auditated neadway is often and the State of Teace. As this seriously auditated neadway is often and the State of Teace. As this seriously auditated neadway is often and the State of Teace. As the St	See Comment #8
					Ernell Copy: Dear TxD0T1-35 Cap Ex Central Project Team,	See Comment #350
					Please see attaiched and below for a memo from the Austin Outside coalition regarding community feedback for I-35 Cap Ex Central.	
					Austin Orbido Letter on 155 2025-02 The complete Poly is located in the public hearing surmany: - Current build scenarios propose a significant increase in capacity, which will add toxic pollutants from the	
					burring of geodine and friction of time in the center of Austin. This will exacerbate local air pollution resulting in more health problems and faithlifes and will add to Greenhouse Gases (GPGs) instead of reducing our region's climate impact. - Summer build scenarios propose dumpring unifilized and untrivated waster from 1-35 in other Localous flows, or departing waster quality pass and adding pollution. Additionally, we have concerns that waster unifilize pipes are consors from 10% of Locareso	
					Metrogolitan Park could cause future damage to the park. There will be sufficiant direct a sufficient damage to the park. There will be sufficiant direct and cumulative investats to exhibit and relative investigation of the park. Wilder Beach. Edward Person Sr. Park at	
424	Beth Lerkin	3/1/2023	Email	Parks	The contract of the contract o	
					**Recipion strategies not -5-s are only owing appeals dostinated and an act of V. Sacher, in the midgles in strategies who can be appealed out of the middle and act of V. Sacher	
					and help mitigate increased air polition from adding lanes.	
					Dear Chairmain Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outstated readway is often	See Comment #8
1					Date Chairman Bugg and Commissioners: Thank you for ecoprising that 1.55 through Audin is one of the most congested readway segments in the State of Texas. As this seriously outsided readway in drain called the Maint-Street of Texas, all features should call for bed and decisive action to branching this confect street in of inflastructure into a readway that will accommissible the report and immunity growth was re-operationing in our great State. Accordingly, it is mitting to high two layers are completed bytes (press) the support is export of the State (pricing the State (pri	
425	Beth Pieprzica	2/7/2023	Email	General support	ф 1 достроит определения операти	
ID	Commenter Name	Date Received	Source	Topic	Commet	Reportes
426	Bethan	1/13/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that i.35 through Austin is one of the most congested readway segments in the State of Texas. As this seriocity outsited readway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment 46
	Leffing				Accordingly, I am writing today to express my complete support for the 1-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Bethany Leffingwell	
	-					
427	Bethzabe Cortez	3/6/2023	Email	Public transit / Multimodal transportation	Mobility35 Program Manager Tommy Atrego, Hello,	See Communit # 23
				transportation	Helfo, I am a transportation engineer, however, I am against this. This should be a public transit project.	
428				General support	Dear Chairman Russ and Commissioners: Thank you for recogniting that LSS through Austin is one of the most recogniting markey comments in the State of Tance. So this conjuge, metalant markeys is often	See Comment 46
	Beverly Kerr	2/7/2023	Email			
420	Beverly Kerr	2/7/2023	Email	General support	called the Main Street of Texas, all Texans should call for bod and decisive action to transform this critical streets of infostructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the ISS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	JAN CALIFFRIN TO
		2/7/2023	Email		Sear Channel Bug and Commissioners. This is, not recognizing that ISS Strough shalls a see of the notice organize studies recognize in the Sear Sear Sear Sear Sear Sear Sear Sea	
429	Beverly Kerr Beya Valenzuela	2/7/2023	Ernail	Do not wider/no build		Se Connect 65
		2/7/2023	Email		ration to but the Sweet of Texas, all Texas and but and not to the and education and contribute to which the second of the Sweet of the Sweet and the Sweet of th	
		2/7/2023	Email	Do not wider/no build	MobilityS Program Manager Tomory Alargis. Lear a security of the Annior Travel Oppose 1000's plans for 135 expension. Working and driving in the area (8) shows that 135 does have a large competion issue, however I don't believe the actions less in building more highway. I believe expending the highway will be the more competion as more pumple are forced to drive. Expending the highway will not improve the 135 should not address make it were. Some of the competition of the competition as more pumple are forced to drive. Expending the highway will not improve the 135 should not address more competition as more pumple are forced to drive. Expending the highway will not improve the 135 should not address.	Das Continuent #5
		2/7/2023	Email	Do not widern/no build Air Quality/Noisie	Material Shapes Margar Design Storage Transport Shapes (Shapes Shapes Sh	See Comment 65 See Comment 634
		2/7/2023	Email	Do not widen/no build Air Quality/Noise Public transit / Multimodal	MobilityS Progress Manager Transing Arrays. MobilityS Progress Manager Transing Arrays. Mobility Standard Table Manager Transing Arrays (1975) years for 125 separation. Noting and shring in the area of shrows that 155 data have a large compation issue, however distribution the subdiring errors highway, tolders are recommended to the companies of the companies of the standard area of the companies of the compa	Das Continues 45
		2/7/2023	Email	Do not widern/no build Air Quality/Noisie	Material Shapes Marage Tomos Draws (and the Shapes Marage Tomos Draws) years for 13 expension. Waving and drawng and drawng and towns that 135 dates have a logic compation issue, however don't believe the solidion less in building more highway. I heldere expension by highway of less 41 more conjustion as more purple are forced to drive. Expensing the highway will not improve the 135 shapeton, and could new market reverse. More verificates on the reside of only highes to more robus, are not water purples. That is mention increased and account on the reside of only highes are not only increased and account of the country of the c	See Comment 65 See Comment 634
		2/7/2023	Email Email	Do not widen/no build Air Quality/Noise Public transit / Multimodal	Material Shapes Marage Tomos Draws (and the Shapes Marage Tomos Draws) years for 13 expension. Waving and drawng and drawng and towns that 135 dates have a logic compation issue, however don't believe the solidion less in building more highway. I heldere expension by highway of less 41 more conjustion as more purple are forced to drive. Expensing the highway will not improve the 135 shapeton, and could new market reverse. More verificates on the reside of only highes to more robus, are not water purples. That is mention increased and account on the reside of only highes are not only increased and account of the country of the c	See Comment 65 See Comment 634
429	Beyla Varienzuella			Do not widen/no build Air Quality/Fosse Public barek / Multimodal transportation	Material Shapes Marage Tomos Draws (and the Shapes Marage Tomos Draws) years for 13 expension. Waving and drawng and drawng and towns that 135 dates have a logic compation issue, however don't believe the solidion less in building more highway. I heldere expension by highway of less 41 more conjustion as more purple are forced to drive. Expensing the highway will not improve the 135 shapeton, and could new market reverse. More verificates on the reside of only highes to more robus, are not water purples. That is mention increased and account on the reside of only highes are not only increased and account of the country of the c	Son Contract \$3 Son Contract \$34 Table Contract \$13
429	Beyla Varienzuella			Do not widen/no build Air Quality/Fosse Public barek / Multimodal transportation	MobilityS Progress Manager Transing Arrays. MobilityS Progress Manager Transing Arrays. Mobility Standard Table Manager Transing Arrays (1975) years for 125 separation. Noting and shring in the area of shrows that 155 data have a large compation issue, however distribution the subdiring errors highway, tolders are recommended to the companies of the companies of the standard area of the companies of the compa	Son Contract \$13 Son Contract \$13
430	Beya Volenzuella Bhoodev Kumar	1/31/2023	Email	On not wellen, his health of the health of t	Table 15 September Newsyn Street, Despose Named Today, Despose Named September Named September Named September Named September Named	6th Contract \$5 6th Contract \$13 6th Contract \$43 6th Contract \$43
429	Beyla Varienzuella			Do not widen/no build Air Quality/Fosse Public barek / Multimodal transportation	Material Shapes Marage Tomos Draws (and the Shapes Marage Tomos Draws) years for 13 expension. Waving and drawng and drawng and towns that 135 dates have a logic compation issue, however don't believe the solidion less in building more highway. I heldere expension by highway of less 41 more conjustion as more purple are forced to drive. Expensing the highway will not improve the 135 shapeton, and could new market reverse. More verificates on the reside of only highes to more robus, are not water purples. That is mention increased and account on the reside of only highes are not only increased and account of the country of the c	Son Contract \$13 Son Contract \$13
430	Beya Volenzuella Bhoodev Kumar	1/31/2023	Email	On not wellen, his health of the health of t	Table 19 Angues Marage Tomos Energy Tomos (angue) As a seconder of the Annual Program Marage Tomos (angue) As a seconder of the Annual Program Marage Tomos (angue) As a seconder of the Annual Program Marage Tomos (angue) Annual Program Marage Marage Tomos (angue) Annual Program Marage Marage Tomos (angue) Annual Program Marage Marage Marage Tomos (angue) Annual Program Marage Ma	See Comment #5
430	Beya Volenzuella Bhoodev Kumar	1/31/2023	Email	On not wellen, his health of the health of t	Table 15 September Newsyn Street (1997) plans the 12 September Newsyn and September Newsyn an	6th Contract \$5 6th Contract \$13 6th Contract \$43 6th Contract \$43
430	Beya Volenzuella Bhoodev Kumar	1/31/2023	Email MyCapE: Website - Commert Form	On not wellen, his health of the health of t	Table 15 September Newsyn Street (1997) plans the 12 September Newsyn and September Newsyn an	See Comment #5
429	Beja Valanzzela Bhoodev Kurnar Bianca Millen	1/31/2023	Email MyCapE: Website - Commert Form	Do not existen the build An Qualify Thomas Pacific brand / Sultimodals Transportation General support Regional Connectivity	Table 15 from the figure for the property for the propert	See Comment #5
430 431	Bysa Valentaella Bhaoder Kunnar Barca Millan	1/31/2023 1/31/2023 3/1/2023	Ernal MyCapfe: Website Commert Form MyCapfe: Website Commert Form	Do not eiden/no build An Quality/facion Public beward / Multimodal barequestation General seggent Baggional Connectivity Barythaneal	Table 15 from the figure for the property for the propert	See Contract #3
429	Beja Valanzzela Bhoodev Kurnar Bianca Millen	1/31/2023	Email MyCapE: Website - Commert Form	Do not existen the build An Qualify Thomas Pacific brand / Sultimodals Transportation General support Regional Connectivity	Table 15 from the figure for the property for the propert	See Comment #5
430 431	Bysa Valentaella Bhaoder Kunnar Barca Millan	1/31/2023 1/31/2023 3/1/2023	Ernal MyCapfe: Website Commert Form MyCapfe: Website Commert Form	Do not eiden/no build An Quality/facion Public beward / Multimodal barequestation General seggent Bagginal Connectivity Barytaneed	Table 15 from the figure for the property for the propert	See Contract #3
430 431 432 433	Bye Velorizette Bracke Kumar Bracke Kumar Brack Miller Bill Black	1/31/2023 1/31/2023 3/1/2023 2/7/2023	Ernal M_Capif. Websita- Commert Form M_Capif. Websita- Commert Form Ernal	On not eviden/the build An Quality/ficine Public to sense! A full-invokel transportation General support Regional Connectivity Bury/turnel Catalant A subsect	Table 15 feet between the control of	See Contract #3
430 431	Bysa Valentaella Bhaoder Kunnar Barca Millan	1/31/2023 1/31/2023 3/1/2023	Ernal MyCapfe: Website Commert Form MyCapfe: Website Commert Form	Do not eiden/no build An Quality/facion Public beward / Multimodal barequestation General seggent Bagginal Connectivity Barytaneed	Table 15 Septiments became the reserved from the septiments of the	See Contract #3
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430 431 432 433 434	Bracke Kurner Bracke Kurner Bit Black Bit Micken Bit Micken	1/31/2023 1/31/2023 3/1/2023 2/7/2023	Ernal McCapE+Websta- Commerc Form Ernal Ernal	On not eight, the build An Quality Trisine Pallis to send / Multimedial transportation General support Bugginal Connectivity Bugy Turnel General support	Table 15 Segues Manager Drowns Design Companies and Association (See Teach Segues Segues Associated See Teach Segues Segu	Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #4
450 450 431 432 433	Brack Water August Maria	1/31/2023 1/31/2023 3/1/2023 2/7/2023	Ernel MyCapE - Website Comment from MaCapE - Website Comment from Ernel Ernel	On not eiden/no build An Quality/fable An Quality/fable Public toward / Multimodul transportation General support Bugginal Connectivity Bury-brevial Gazenese support	Table 15 Segues Manager Drowns Design Companies and Association (See Teach Segues Segues Associated See Teach Segues Segu	Sea Connect #3 Sea Connect #43 Sea Connect #43 Sea Connect #43 Sea Connect #44 Sea Connect #45
430 431 432 433 434	Bracke Kurner Bracke Kurner Bit Black Bit Micken Bit Micken	1/31/2023 1/31/2023 3/1/2023 2/7/2023	Ernal McCapE+Websta- Commerc Form Ernal Ernal	On not eight, the build An Quality Trisine Pallis to send / Multimedial transportation General support Bugginal Connectivity Bugy Turnel General support	Table 15 Segues Manager Drowns Design Companies and Association (See Teach Segues Segues Associated See Teach Segues Segu	Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #4
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430 431 432 433 434 435	Broader Kunnar Broader Kunnar Broader Kunnar Bot Black Bill Black Bill Black Bill Black Bill Black	1/31/2023 1/31/2023 3/1/2023 2/7/2023	Ernal McCapE+Websta- Commerc Form Ernal Ernal	On not existen the build An Quality Holise Public for send / Multimodal transportation General support Bugginal Connectivity Buyyburnal General support General support	Table 15 Segues Manager Drowns Design Companies and Association (See Teach Segues Segues Associated See Teach Segues Segu	See Comment #3 See Comment #3 See Comment #3 See Comment #4
430 431 432 433 434 435	Broader Kunnar Broader Kunnar Broader Kunnar Bot Black Bill Black Bill Black Bill Black Bill Black	1/31/2023 1/31/2023 3/1/2023 2/7/2023	Ernal McCard F. Weinster Commert From McCard F. Weinster Ernal Ernal Ernal	Do not eiden/no build An Quality/Islam Public forward / Multimodal transportation General support Bury/Loreal General support General support General support General support	Table 15 Segment Manager Derson, Storage Companies (Asset) and the second of the companies	Sea Contract #3
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430 431 432 433 438 438	Brooker Kurnar Brooker Kurnar Brooker Kurnar Brill Black Bill Michael Bill Sweeth Bill Sweeth Bill Sweeth	1/31/2023 1/31/2023 3/1/2023 2/7/2023 1/23/2023	Great Operation of the control of t	On not extens the build An Quality Honor And to send / Multimodul Pacific to send / Multimodul transportation General support Bugginal Connectivity Bury/turnel General support General support General support General support	Table 15 Segment Manager Derson, Storage Companies (Asset) and the second of the companies	Sea Comment #3 Sea Comment #4
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440	Billy Tetrud				Mobility35 Program Manager Tommy Abrago, 1 (1990); 25 (1997); 1 (1990); 25 (1997); 4) 5 (expansion plan. (1990); 5 (1997); 4) 5 (expansion plan.	See Comment #5
					There is a simple way to ultriminate freeway making lights is to limit the sufficient to the sufficient as a simple way to ultriminate freeway making lights is to limit the sufficient to the sufficient as a simple way to ultriminate freeway making lights is to limit the sufficient as a simple way to ultriminate freeway to ultriminate freeway making lights is to limit the sufficient as a simple way to ultriminate freeway to ultriminate freeway making lights is to limit the sufficient as a simple way to ultriminate freeway to ultriminate freeway to ultriminate freeway making lights is to limit the sufficient as a simple way to ultriminate freeway to ultriminat	
					basically into entangly or action is disagree to an estigation of our recently are action of the control of the	
				Do not widen/no build	Also, the frontage roads to the freeway are an incredibly bed waste of spoor. The freeway expansion could simply turn frontage road space into hexway space without, anxieng adjacent faind. The city should be using coordinated signal tirring to make our districts from efficient. This would eliminate most of the need to use the freeway in the first place.	
					Nation 25 in Supervision of Temporary Manager Entropy Rodge, White a same supplies a long set of the Supervision (Indiana Supervision Indiana Supe	
				Business/Residential Displacement		Sau Commant #21
				Businessy residential Displacement	It is poonly designed for people. It will certainly move more cars, but it is bad for everyone near the freeway, its bad for the neighborhoods that would be further split spart by the freeway expansion, and won't reduce freeway congestion for any significant length of time. The construction alone will cause far more congestion than the expansion will reduce. It's a net negative plan.	Sea Contract #22
				Community Alternatives	I support Rething 35's plans, including the plan to turn the freeway into a boulevand. Gaint freeways should go around cibies, not through them. Better yet, freeways shouldn't be giant behimment his in the first place.	See Committ #4
441	Billy Utt		MyCapEx Website - Comment Form		Text (East or State 15 TEXT) cover properties for this 15 few, in State and Americal about density private accurate, as extended in this strict (Figs.) (State,com/Lourness, 2023), (2) quadro bears extended. Apply case, the cover private accurate accurate the strict of the private private accurate, as extended in this strict (Figs.) (State,com/Lourness, 2023), (2) quadro bears extended. Apply case, there have been supplicated cased abouting that address in playing creates even rows strict. Apply case, there have been supplicated cased abouting that address in playing creates even rows strict. Asserting that accurate accurate accurate (SS and extended in playing creates even rows strict.) Asserting that accurate accurate accurate (SS and extended in playing creates even rows strict.)	See Comment 45
					At any rate, there have been significant studies showing that widening highways creates ever more traffic, sourcement have been significant studies showing that widening highways creates ever more traffic. Sourcement have been significant studies showing an approximation of the right has been considered as the studies of the right has been considered as the studies of the right has been considered as the studies of the right has been considered as the studies of the right has been considered as the studies of the right has been considered as the studies of the right has been considered as the right has been considered a	
					greatly benefit from a capped bridge over 135, increasing economic opportunities for businesses on both sides of 135. Quite simply, this project is ill-advised. There need to be more feasibility studies on routing traffic to 130, environmental impact studies on pollution (specifically particulates), and considering capping 135 from 71 to 290.	
				Do not widen/no build		
				Carry/Dark Planas	The caps would also help mitigate air and noise publisher, which as an astimatic who resides withing a mile of 135, would be greatly appreciated. There have also been studies that show constant exposure to highway rose increases the likelihood of desertion.	Na Comment 842
					to highway notes increases the litelihood of demercia	
				Reroute to 130		Seconnetés
				MINUS ID 230	so the problem is self-fulfilling, Interstate trucking routes should be diverted to SH130, created specifically for non-local traffic. Simply limiting the number of axis allowed on I-35 between 71 and 45 would improve adoption of 130 (and generate revenue) white easing the traffic burden.	JAN CARTINITY S
	Bitia Buenrostro	2/28/2023	MyCapEx Website -	Do not widen/no build		Sec Comment #S
442	Bitia Buenrostro	2/28/2023	Comment Form	Do not widen/no build	I support the Chy Council's fat of demands for the 135 Capital Express Project. Adding lanes is not the solution. A growing body of research demonstrates that urban highway expansions induce more driving and worsen congosion (as in Houston's Kity Freeway) which negatively impacts residents' health and well-being. The goal of these changes should be the overall wellness of the people.	Sao Comment #5
443	Blaine Cowen			Do not widen/no build	MobilityS5 Program Manager Tommy Abrego. Equivalent Epilophiesy does not extract congestion. Tubbs resets to become a department of Transportation, not a department of highways. Encourage transit by making business and trains more frequent, not by using valuable continue intelled fragments, part comment escapables.	See Comment #5
					using valuable downtown land for dangerous, giant cement escapades.	
	1		1	Business/Residential Displacement	It just creates more congestion and displaces communities. It will make your only ugly and full of blight.	See Correnat #21
444	Blaine Grissom				Mr hoot hoot,	See Commant #5
				Do not wisten too broke	It is deal in the sportness. This label man recognition that This of plane to increase append 1.25 in the Asian was to be 20 or more larner. Ay you have most larny label that, this is not divisions error, and one mode either in ginorance or in great. As most clies in the first world in the account of the	
				SO INC. WINDERLYND DUILD	have moved towards public transportation, with an emphasis on buses, trains, and trolleys. Teach has time and again focused too much on road expansion. To use a Texan example, 140 west of Houston has the most lanes of any freeway on the planet, yet we can consistently see that the traffic along that stretch of road is permanently congested and slowed to a halt every single day. This is an issue that has been solved time and time again, and the answer has never been to increase	
				Multimodal Transportation		Sec Comment #20
446	Blaine Martin	1/12/2023	Email	General support	Once the time large in the state of the stat	The Command of the Co
445	Dialite Martin	1/12/2023	Email	General support	Laker Learning Bodg and Commissionary in Intelligence (Intelligence and Intelligence and In	Sau Contractit #0
					Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDOT. Then's you for your consideration of this request. Elian Multin	
446	Blake	1/26/2023	MyCapEx Website - Comment Form	General support	Over Chairman Bugg and Commissioners: Think you for your support to address 135 through Asain in a comprehensive marker. This short of in gloway is nationally ranked as the 15th worst for traffic congestion and 3d view of in the state. 155 through Asain is oversical for improvement to ment for under those reads of a growing eighor to ensure not road and state accommy can continue to trivine. I write in support of the 135 Capital Copyrian Commissionary in proposed by 100°C. This is paid the improvement to ment for all states of the 135 Capital Copyrian Commissionary in proposed by 100°C. This is paid the improvement of the MED CATES Commission bearing the distinction bearing the distinction to the original continues of the 135 Capital Copyrian Commissionary in proposed by 100°C. This is paid the improvement of the 135 Capital Copyrian Commissionary in proposed by 100°C. This is paid for individual to such a final continues to the 135 Capital Copyrian Commissionary in the 135 Capital Copyrian	See Comment #S
					Express Central design as proposed by TxDOT. This is a public transportation project that is MUCH MUCH overdue. Thank you for your dedication to serving the citizens of Transportation and the citizens of Transportation of Transportation and the citizens of Transportation and Transportation	
447	Blake Bennett	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, No wider no higher!	See Contract #S
					No wider no higher!	
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that k35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outstated readway is often	Sau Commant #8
440				A	Our Chairman Bugg and Commiscorers Think you for recognizing that 153 through Austin is one of the most companded mediumy segments in the Basic of Tissas. As this seriously audited mediumy is often called the Maile Street of Tesas, at Tissas should call for the did not decide action be serious to be referred in the critical or which of inflamations in our analisety the fail accommodate the regular or immense growth we are experiencing in our great State. According, in we reflect our power or special or State or	See Connect #8
448	Blake Brown	1/12/2023	Email	General support	Out Observed Rigg and Commissioners. These year for recipitality files 155 through shades no and the small originated readous segments in the State of Teach. As this services youldard madeue is when controlled the state of Teach. As the services of the services of the state of Teach. As the services of the services of the state of Teach. As the services of the ser	See Connect #8
448	Stake Brown	1/12/2023	Email Source	General support Totic	Date Chammer Brigg and Commissioners: Their yo, for recognizing that 155 foreign Audin is one of the most congenied readway supports in the State of Texas. As this surricus) outsided readway in their control is the State of Texas. As this surricus youthind readway in their control is the State of Texas. As this surricus youthind readway in their control is surricus you their control is the State of Texas. As this surricus you distinct mades as when the State of Texas. As this surricus you distinct mades as you will be surricus as the State of Texas. As this surricus is the surricus you distinct mades as you will be surricus as the surricus as the surricus you will be surricus as the surricus as the surricus you will be surricus as the surricus as the surricus you will be surricus as the surricus a	See Construct 48
448 ID	Blake Brown Commenter Name	1/12/2023 Date Received	Source	General support Topic	According, I can writing being to express any complete support for the 135 Capital Express Central disegs as proposed by ToCFT. These you for your consideration of this respect. Scriptish	Son Contented #8 Response Son Contented #8
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458	Bob Barnes	2/7/2023	Email	General support	Date Chairman Bugg and Commissioners: Thank you for recognizing that I 35 through Austin is one of the most congested nadway segments in the State of Texas. As this seriously outside neadway is offer in called the Man Street of Texas, and Texas should not for both and decisive action to terriform this critical street for infrastructive into an anadway that will accommodate the rapid and immense growth was respectively in the Commission of the International Street and Commission of the Commission of the Commission of Commission of the Commission of Commission of the Commission of Co	See Comment #8
					Accordingly, I aim writing today to express my compiles support for the I-SS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Bob Barnes, Charmes & CEO	
459	Bob Gass	2/8/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often called the Main Street of Texas. All this seriously outdated readway is often	See Comment #8
					Our Chamman Bugg and Commissioners: These yes for excepting field 135 through haste in any of the most congrated reading supports. In the 2014 of Texas, As this surricing solidated countings is disposed to the Desert of Texas, As Texas, as the contract of the Commission of the Comm	
460	Bobbi Saulmon	200,000		Do not widen/no build	Mr hoot hoot,	See Comment #5
400	Boool Saumon			Do not wider/no outd	Net 13,001 13,001, Please don't ruin our doventown with an expansion. Let's enhance the beauty of Austin, not turn in to any oby, USA. Thank you.	Des Contracti #S
				East/West Connectivity	We want to connect east and west Austin in a walkable, tree-lined way.	Sax Comment #20
						San Comment #8
461	Bobby Jenkins	3/7/2023	Email	General support	Date Columns Bagg and Commissioners. The poly of reciping the 15 Smooth, Audin is one of the most congenied molessy segment in the Balls of Tessa. As this seriously outbilled modeway is other called the Main Shreed of Tessa, all Tessas should call for bold and decisive scripts to be supplied to the contract leaves of infrastructure into a calculary but all accommodate the sign and set minerals growth as a respective city in original to the serious contract to the contract to the contract to the serious of the serious contract to the serious contract t	
					Accordingly, I aim writing follow to express my compilate support for the I-35 Clipital Express Central design as proposed by TxDOT. Thank you for your consideration of this requisit.	
462	Bobby Murphy	500,000		East/west connectivity	% Thes, I am normally dismed about the developments happening for 1-55. The future of Austin needs to be one that is not built around a massive freeway that is running through the center of the city. I believe TuDOT should consider how they could upgrow the lightney infestionative, but keep the following in minic.	See Comment #2D
					upgrade the highway infrastructure, but keep the following in mind: Thanks,	
					Bobby	
				Bike/ped safety	We should be incorporating walking/bike kines as much as possible so that people are not limited to only getting around via a car. We should be putting in Caps over the highway for large sections where 1-35 runs through dense communities. Ideally adding east-to-west connections ideally every quarter mile and no less than every half mile along the contion.	See Comment #3D
				Public Transit / Multimodal Transportation	We should be putting an emphasis on public transportation options to remove highway congedion and allow folks to easily navigate	See Comment #13
				Reroute to 130	We should Reroote 18 wheeler traffic to Sri 130	Sie comment #3
463	Bonni Mylius	2/9/2023	Email	Emergency services		
					passible during heavy traffic. The proposal cuts off the Woodland Avenue puth, leaving it only for padestrians. This has been shared with your department previously and appears to be disregarded. We have personally discussed the issue with local Fire Department Officials. When this intersection is cut off, it WILL cost lives and destruction of property due to the time it takes for the emergency vehicles to arrive. Loss of life is NOT acceptable. Is it possible for the pedestrian overpass to	The purpose of the proposed project is to improve this critical local, regional, customal and international thoroughlore by: **Chancering skells yethin the currelia.** **Chancering demand by controlling the movement of people, goods and services through and across the corridor. **The controlling demand by controlling the movement of people, goods and services through and across the corridor. **The controlling demand by controlling the movement of people, goods and services through and across the corridor. **The controlling demand by controlling the movement of people, goods and services through and across the corridor. **The controlling demand by controlling the controlling the controlling demand by controlling the controlling the controlling the controlling demand by controlling the contr
					have bars to prevent normal automobile traffic, but to allow Police and Fire the ability to lower the bars to enable access for emerginery vehicles in the event of an emerginery? The area on the east side of IH-35 is already part of an electronic grid that was too large to turn on during the horrible snow storm and property centers were left without electricity for a week as the grouping of homes was way to large to turn on or include in the rotation of electricity for a few hours each day. Now,	*Improving operational efficiency. *Cheating a more operational efficiency. *Cheating a more operational efficiency. *Cheating a more operational end consistent roads for the toxwelling putilic, including bicyclists, pedestrians, emergency responders and transit.
					The death of the Supplement of Alland The Supplement of Control Su	**According inside by printing or somewhere purpose goods are services receipt and contract or contract. **Contracting contract printing or somewhere purpose goods are contract or contract. **Contracting contract printing contract purpose contract purpose goods are contract. **Contracting contracting contract purpose contract purpose goods printing contract purpose goods are contract. **Contracting contracting contract purpose goods are contracting contr
464	Bornie Cultum		VOH	Do not widen/no build	I am strongly opposed to Tx00Ts plans for LSS. The deviatation to businesses and residences, the impact of years of construction and dislocation without an adequate outcome is not forward-looking. I understand that this plan has been years in the making, but that is, part of the problem. The solutions have been so narrowly slewed and are connected to paid.	See Comment #5
				Reroute to 130	We need to look an entirely new future, looking at brighter more creative solutions, getting truck traffic off of the central comitor and prioritizing neighborhoods and business over highways.	Secondaria S
465	Booth Kristyn	3/7/2023	MyCapEx Website -	Do not widen/no build	Out a better plan. The roads are already bad enough, improve HWY 21 and FM 812	Suc Comment #S
			Comment Form			
					Dear Chairman Bugg and Commissioners: Thank you for ecopyrizing that 1:55 through Ausdin is one of the most congested readway segments in the State of Yexas. As this seriously outstand readway is often called the Main Street of Yexas, all Texas should call for bold and decisive action to transform this critical stretch of infestructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	New Comment #B
466	Brad Chelton	2/7/2023	Email	General support	Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
467	Brad Dushain	\$10,000	VOH	Do not widen/no build	Capacity improvements to 19:55 will not improve stuffic conditions and in fact will only esscerabate long-term congestion. While I am resigned to an expansion of the internable in its current comidar,. This project could end us as an award-entring beacon of good faith stewardable, or just another damaging unban highway expansion. Please make the right choice for the facture of humans, and not just for curs.	See Comment 45
					project could end us as an award-winning beacon of good faith stawardship, or just aircother diamaging urban highway expansion. Please make the right choice for the future of humans, and not just for cars.	
				Reroute to 130	the State should exercise good faith and bear the burden of fully capping the project from Airport Bind to Holly St. This will allow the City of Austin to minimize the clamage an expansion will cause and provide an opportunity for the community to reconnect across the highway	See contraint #3
		1/31/2023		Caps/Deck Plazas	A full cap will also give the State the unique opportunity to capture and filter the heavily postuted air the expension will directly cause from the additional traffic it generates Executor tail service between Sian Antonio and Austin and benoted!	Sas Comment #42
468	Brad Hebert	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	I support riel service between San Antonio and Austin and beyond!	See comment #1
469	Brad Love	\$100,000	VOH	Do not widen/no build	It is with how title leaturing is actually happening. Every bit of community feedback and modern transportation research is against the expension of the highway; yet, here we are. This process is a salven. It shows he must have predefermed in the bidding more was always ging to be the season. The opportunity to sophings and reprove multi-modal transport is great, but none of that requires tearing down access- ment declarations and committed the transports of the is a long reproduced in this long prediction will stablely jount or againsto.	See Comment #5
470	Brad Manks	2/7/2023	Email	Business/Residential Displacement	We are knocking down important local businesses and housing for larses that will soon be just as full as the current, as TuDOT knows from other work in the state.	See Comment #21
470	Bried Maples	2/1/2023	tmail	General support	Date Channess begg and Commissioners. This key for temporary days with 55 freely Austin is not or if in most congessed making supports in the Base of Ease, in this security-channels in excess with the desired in the Base of Ease. In this security channels in the Base of Ease, in this security channels in the Base of Ease, in this security channels in the Base of Ease, in the Ease of Ease, in the Base of Ease, in the Base of Ease, in the Ease of E	Sea Contract #S
471	Brad Philip	2/8/2023	Email	General support	Our Chairmen Bug and Commissioners: Thank you for recipioning that 155 through Audits is one of the most congested readway supprises; in the State of Teaus. As this surrious) additiond condeway is often Ascrollage, I can writing failing be appress any complete support for the 135 Cigale Express Central disegos as proposed by TCOT. Then you for your consideration of this account. But Priling.	See Commant #8
					Cased or in Name Sorver or I reces, as i recents should call for open and opening according according to the accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this sense of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this sense of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this	
ID 130	Commenter Name Bred Robinson	Date Received	Source	Topic	Comment	Pasjoniss See Comment #8
472	Brad Robinson	2/8/2023	trial	General support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Audin is one of the most congested madeup segments in the Date of Texas. As this seriously outsided nadeup's other called the Mark Street of Texas, as this seriously outsided nadeup's or the called the Mark Street of Texas, as the insurance of the required in commission growth ware experiencing in our great States. Accordingly, in an entire loop's beginness reported to policy the property of Texas (and the property of Texa	Sale Committee 46
473		8 2/7/2023	Email	General support	Dear Chairmin Bugg and Ceremissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is offen	Six Comment #8
]			Date Channes Begg and Commissioners. Thesis you're processing of the 15 Strongly Audin's one of the most congosted modes any supermit in the State of Plans, At this secrets additional insteadables yet this object in the State of Plans, At this secrets additional insteadables or the state of Plans, At this secrets additional insteadables or the state of Plans and the State of Plans, At this secrets additional insteadables or the state of Plans and the Stat	
]				
474	Bradford Fults			Community Alternatives	Ne 1xXXII 1XXII 1X	Sue Comment #4
				Reroute to 130	nove suffic. Sand the big rigs around devertisen via 591-130 by switching toll nuise for commercial loads. Focus more on seabling the City of Audin to connect its neighborhoods and don't worry as much about highway throughput.	See comment #3
				National to 130		
475	Bradley Schlosser	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often	See Convent 48
					Our Chammer heig and Commensers: There you for recognizing that 155 through Justin is one of the most congested makesy superiors in the State of Feast, it is has an extension problem frameway in the State of Feast, it is has a final to be a state of the state of th	
476	Bradley Winans	3/1/2023	Email	General support	Associations thing and Commissioners. When you for recognition 150 Straigh, Mustin is our of the next composed residency segments in the Date of Years. Although my firm was part of building the composed book in this day and we have sent-invariant value with them. The relatives per controlled with 15 has the Section 150 straight about the Section 150 straight and invariant values with them. The relatives per controlled with 15 has the Section 150 straight about 150 straight and invariant values with them. The relatives per controlled with 15 has the Section 150 straight about 150 straight and 150 straight and 150 straight about 150 straight and 150 straight about 150 straight and 150 straight and 150 straight and 150 straight and 150 straight about 150 straight and 150 straight	See Comment #8
					reviews accommisses own or a transform may accommissed bright of infrastructure into a readway that will accommodate the rapid and immense growth we are expensioning in our great Statio. Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
477	Braeden Sawyer	3/6/2023	Email	Bike/ped safety	In FACOT 1.000T. Hay Study, the study has been that expanding highways make traffic 100FEC. We should ablorish say remain 35 serves than it already is, we should be expanding bits and pediatrian efficient cuts. Travel by automobile remain to be phased out more and more, and expanding highways only cross over the future generation with political, moise, and physical disruption. DONT DOTT.	See Comment #30
	Swelyer					
478	Brandon Cawthon	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	I just want some rail options, man.	See comment #1
479	Brandon Lamb	1/12/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outsided readway is often	See Comment #8
					One Charmon being and Commissioners: Think you for recognizing that 155 brough Audin is one of the most composite readiny segrents in the State of Team. As this service) subdicted readiny is deline. Associated, it is not expected in the State of Team. As this service is the State of Team. As this service is delined in the State of Team. Associated, it is not recognized in the State of Team. Associated, it is not recognized in the State of Team. Associated, it is not recognized in the State of Team. Associated, it is not recognized in the State of Team. Associated in the S	
					INSQUENT DIRECTOR LIMITO 032.1.22.0451	
		1				

480	brandon miller	2/6/2023	Email		Data Claims to bigg and Commission or Theory of or configuration (as 2.5 shringly during notice) are not only only control underso specific and the specific or the first of first as the activation produced underso specific or the specific	Sec Connect 48
481	Brandt Gomez	3/5/2023	MyCapEx Website - Comment Form	Do not widen/no build	Do not expand 1.35 and if it is expanded, do not expand north of 45th street.	See Comment 45
482	Brandt Swanson	3/6/2023	Email	Public Transit / Multimodal Transportation	Making5 Inequal Makager Transprotors: The process of the process o	Sec Comment #13
483	Brandy Sevanose		VOH	Do net widen/ne build	Section of registration, in special of the Dayle Central print grant care as a study. For conducting in part sections, the highway is religion to the conduction of the "Less Anne Central C	Sec Comment 45
				Caps/Deck Plazas Air Quality/Yesse	The design for the QuEL Commit segment must include processor for funds and outque connection between E2xed it are thinken the QuEL Commit segment must be committed only as desirable in the includes to continue for an an inclusion. The committee of the inclusion for a desirable must be used on the value of the processor of must be used on the committee of a committee of the desirable of the set of the desirable of the committee	Sea Connect #34
					To complete the control of the contr	
484	Bree	2/16/2023	Voicemail	Public Transit / Multimodal Transportation	Table, My remain is these firm not use of industrial any my load rates, but just want to use that the 15 Sequences and not not expecting to use the rates' change use on one firm, but just want to use that the 15 Sequences and not not expecting to use the rates' change use on one firm, but just want to use the sequence of the sequence of the results of the sequence	See Connect #13
485		2/7/2023		General support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Audin is one of the most congested roadway segments in the Shall of Texas. At its seriously outsided nodeway in other coaled by Nation Shall	See Comment #S
485	Brenda Hindaman	2/7/2023	Email	General support		
488	Brenda Malik		Phy sica I Co	Business/Residential Displacement	Sersory contract. This is way to much for export is fully immerse themselve in 10 yi neighborhood is much relevand on the recidential and business displacement and the process modered in purchasing multi-relief always, flagor-Relatington foly Class Health, Vision Services and Associated in the Relatington foliation of the Services and Servic	Se Connect #21
			ent	Placial justice	Is UT being impacted the same as folio on the exist side of the highway? What is that percentage and how will the full community know about what's being said and for how much? Benefits Mail N, President	See Comment #3
487	Brendan Hinman			Do not wider/no build	MARIOUS Programs Mariage Training Programs Grams Training State (State State	Sec Contract 45
				Latent/Induced Demand	The bas of housing and businesses would damage the city and the congestion would only be worsened by Induced Demand	Saw Comment #18
				Public Transit / Multimodal Transportation	My experience in clies with good to great public transportation throws into sharp relief the flaws and shortcomings of a transportation system relient on individual cars.	See Comment #33
488	Brendan Owen	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Name hold some (git guesseger cit. Texas seeds will never be adequate to bundle the ear increasing sorbers of propris, but passenger and could ease congesters. This is very all the world is great critical bears above, but the second of the country of the second of the	Securentifi
					That is done to statutus or production of the company of the control of the contr	See Connect 45
ID	Commenter Name	Date Received	Source	Da not widen/no build Topic	Connect	Regonals
					SOIC Case and squares are quantities better of any of the member registrations, but no state in support of with of their concerns. Several remitter registrational lines are statubule lines; Comments recluded in the statubule registration of their concerns. Several remitter registration of their concerns. Several remitter registration of their concerns are several remitter and their concerns are several remitter. The several remitter is the statubule remitter. The several remitter is the statubule remitter and their concerns are several remitter. The several remitter is the statubule remitter. The several remitter is the statubule of the several remitter is the statubule remitter. The several remitter is the statubule remitter is the statubule remitter. The several remitter is the statubule remitter is the statubule remitter. The several remitter is the statubule remitter is the statubule remitter. The several remitter is the statubule remitter. The several remitter is the statubule remitter is the statubule remitter. The several remitter is the statubule remitter. The several remitter is the statubule remitter. The several remitter is the statubule remitter is the	
				East/West Connectivity	COCC has consistently called for ToCOT to printing improvements to East filter Correction by letterer its constituent angiturinosis, the commend the descent to provide a William Between (4. Stad Sheet conseque and appetent ECOT's connectivenest to provide a William Between (4. Stad Sheet conseque and appetent ECOT's connectivenest to the control of the William ECOT (4. Specific through the complete and provide and access for all sears. Improving exacting crossings in an insufficient manus to be control of the William ECOT (4. Specific through the control of the William ECOT (4. Specific through the control of the William ECOT (4. Specific through the control of the William ECOT (4. Specific through the Control of the William ECOT (4. Specific through the Control of the William ECOT (4. Specific through the Control of through the Control of the William ECOT (4. Specific through the Control of the William ECOT (4. Specific through the Control of through	See Connect #20

l l	1	1			here discovered in an INCOT feet to provide comb control complication with commission of the discovered complete and the commission of the discovered complete and the complete	See Contrient #42
					segment. This oversight includes the potential for covering or "capping" in devertown and the bodeward concept within the constrained right of-way between the University of Texas and Mr. Calvary Cerestery. NONC Supports the Charyveod of or Export of the TabOT to conclude a complete Residential years and a second of the TabOT to conclude a complete Residential years and a second of the TabOT to conclude a complete Residential years and a second of the TabOT to conclude a complete Residential years and a second of the TabOT to conclude a complete Residential years and a second of the TabOT to conclude a complete Residential years and a second of the TabOT to conclude a complete Residential years.	
					central segment as possible, including between E. Dean Keston Street and E. Side 15 Street, to include considerations out as removing or relocating ramps. The absence of schematic and cost estimates for future cap options in north-central is an entheir removing man or removes the City of described and offer included considerations and removing the City of described in action for the city of the considerations and removing the City of described in action for the city of	
					Modeling for samping revisions necessary for future covering or "capping" between E. Dean Keeton Street and E. 53rd to Street. Feasibility of expanding "sitch" locations into full "cape."	
				Caps/Deck Plazas	 Reconfiguring or removal of design elements – including managed lane direct ramps and "Texas Turn-around" lanes – that interfere with potential future covering or "capping." Modeling of the relocation of direct access ramps from E. 32nd Street to Dean Keeton Boulevand, which is a major transit corridor. 	
				Reroute to 130	Comment #1: Revise modeling for the "No Build" scenario and travel time reduction and introduce alternative means of traffic reduction, including diversion to SH 130 and high-capacity transit.	Seconnal #3
				East/West Connectivity	Comment #2: Increase the total number and frequency of east-west crossings and provide at-grade padestrian and bicycle access at all intersections.	See Comment #20
489	Brenden Wittstruck			Caps/Deck Plazas	Comment #3: Design for future covering or "capping" through the entire central segment.	See Comment #42
					Comment of the Security Security I wave of the Security Security I wave of the Security Secur	See Correrant #21
					The correlating majority of this project's land purchases are proposed between Doan Keaton Direct and the Red Linux Linux Shades in a certiful Auditor communities, this project proposes to widen that divide by more than 100 feet through the north-central section. This approach will substantiarily increase or consening distances, understine, discourage waiting and active intellingties, constrained valuable certiful Auditor land and neighborhood ammerities, and the section of the sec	
					and subject thousands of current and future central Assist residents to a daragerous, load, and inhospitable environment. Third This or the minimum for more than in innovation to work within assist or ill initiated institutions as of initiated in the control of	
					believes that north-central residents deserve the same level of innovation and mitigation as is applied elsewhere. The arbitrary omission of traffic modeling outcomes for specific scenarios of ramp locations and other right of-way reducing	
					Heartise in the preference distinguish previous one Lity or Acadis and corner interesses parties from excernance cost of the Control and Corner interesses parties from excernance cost of the Control and Corner interesses parties from excernance cost and Specifically, we call for TabOT to determinative consideration of:	
				Business/Residential Displacement	Modeling the removal of 38th 16 Street surp. Revising frontage road configuration between Dean Keeton Street, and Airport Boulevand to place frontage road lanes vertically over main lanes and/or utilizing the "boulevand" frontage road concept employed between downtown and Dean	
					Neeton Street. - to Coordinating with other State agencies or local partners to return all or portions of land acquired for project to community uses, including parkland, commercial development, and residential development.	
	1				Connect (#5. Thesi all froming reads is part of the neighborhood sevel grid and empting design supportion to recolorised contract. NEXT is sell as globacted to the neighborhood sevel grid and empting design supportion in the recolorised contract. NEXT is sell as globacted to the neighborhood sevel grid and produced produced and the recolorised contract. NEXT is sell as globacted to the neighborhood sevel of the produced sevel produced and produced produced and the produced and produced produced and the produced produced and the produced produced produced and the produced produce	Sec Comment #305
	1				roads that function as part of the local street network and provide a commensurate level of comfort and access reflective of their proximity to residential neighborhoods. We appreciate "IDOD" inclusion of shared-use parts as part of this project; however, without substantial improvements in frontain must residen the anniver as claimed mission the remaining to the comments as mission to the property of the project in the project as a part of this project; however, without substantial improvements in frontain must residen the anniversal as claimed front or market the community a mission to the project and continued as a part of the project in the project as a part of the project in the project as a part of the project in the project as a part of the project in the project as a part of the project in the project as a part of the project in the project as a part of the project in the project as a part of the project in the project as a part of the project in the project as a part of the project in the project in the project as a part of the project in the project as a part of the project in the project as a part of the project in the project as a part of the project in the project as a part of the project in the project as a part of the project in the project as a part of the project in the project as a part of the project in the project as a part of the project in the project in the project as a part of the project in the pr	
	1				befing neighborhood stress. In some cases, in promotion designs that will executing higher speed traffic entaining readential issues than currently exists. Leave design and posted speeds are warmanded for neighborhood stress, and other stress, and the execution of the execution	
	1				movements that increases travel distances. The contract and contract and contract and contract the contract and contract	
	1				movements that increase travel distances. Causing said intralge reads come down to design, NCINC supports the inclusion of best-practice designs supported by the City of Audin, including reduced turning read as it intersections; includion of on-street praving, shade trees, and participacity for intersections; and participacity for intersections; and participacity for interest practices are the participacity of audinormal production of on-street praving, shade trees, and participacity for interest practices are the participacity of audinormal production of on-street praving, shade trees, and participacity for interest practices are the participacity of audinormal production of on-street praving, shade trees, and participation of on-street praving, shade trees, and shad	
	1			Lower Speed Limits	Specifically, we call for TxXDT to demonstrate consideration of: Providing posted and design speeds of 30 mph or lower on frontage reads (at a minimum, TxXDT should ensure frontage read speeds are no greater than 35 mph through the entire central segment, including the area north of Airport	
					Specifically, we set life ToCS is demonstrated consideration of "Anniholisty goods and expressed 25 mg in or in orthogo seed at just an internal," EOCI should some festage read queeks are no greater than 35 mg/s through the entire central segment, including the area north of Arport Blookwood. **Providing goods area more standard of a 7 four planning area between foreign mad and shared uses points. **Providing goods area more totallows to continue to cont	
	1				Providing separated bicycle and pedestrian facilities, implementing shared-use paths only in specific areas of constraint. Providing visual barriers between frontage roads and main larges, such as the low walls "InDOT has indicated would be dealed features at "enhanced intersections."	
					y	
	1					
	1					
					Comment #6. Provide clase information on construction disruption. Note the earth resignation will have be the wife the major a decide of commerciation disruptions as a result of this project, they disserve to have before information assistant to the size of the commerciation in th	See Comment #178
					North-central neighbors will have to live with need to live with need to live with need to live and the needy a decided or confirmation designation during the needy a decided or confirmation designation as a result of this project; they designed north neighbors will relate, TabOT has based to recognize that its proposed construction solvation, now beginning in 2024, overall part of the neighbors will relate, TabOT has based to recognize that its proposed construction solvation, now beginning and profit decidence and with the based or and with the Control Light state.	
					Investment, set to begin construction in 2025. ThOOT has not performed a suitable equity analysis of construction disruptions beyond displacements from land acquisition. The absence of a study of the disruptive impact of the construction phase on trainsit users means ThOOT's analysis of	
					the overall modeled equity impacts is insufficient and capricious. Additional mitigation and coordination with Calphtero shared the pursued and made public before construction begins. In closing, we have higher expectations for this project in the DES. We do not support the Oddified Alternative 3 in its current forms.	
					We look forward to continued outreach from TxDOT and coordination with NCINC leadership and its member neighborhoods. This is a once-in-a-lifetime project, and NCINC is committed to taking as much time as needed to make sure we get this winter.	
				Construction	Respectfully submitted, Brendan Witsfruck Chair, North. Central I-35 Neighborhood Coalition	
					Liniar, North Lettral I-55 Wagretomood Countries	
					Tommy and Healther,	TAOOT did tigitisen the 90 degree turn in the design to accomposable transit for the two lainer suggestion. The current design no longer reflects taking it down to one laine.
					Thanks for speaking with us last week. I felt like we had a productive meeting and look forward to working with you on design perments. One piece of the design that recently jumped out at me is your proposed new connection or \$6.50 \text{ tree.}\$ This kind is a VEIT good door, however, firm concerned the proposed geometry will have the unintended effect of encouraging high-speed	
					traffic to entire Harcody/Hyle Plant at 45th Street when enting traffic encourters a green light there. I think a simple is would be to light must be more light entire that the most because it is sufficient to entire the most because it is present in the traffic and only degree (and potentially add at decideration space, as there's ample ROW). This will better ensure safe travel speeds entering the neighborhoods. As an additional consideration, you might	
		1			look of making this connection two-way, in which case traffic from 45th Zieset could werter NB 1-25 without giring to the Airport interhenings, reducing the overall pressure or than intersection. Also worth noting that 45th Zieset is only one lains were of Airport (COA right-scaled the street severally wars agily on each year was configuration also an invited or makes for more opportunity to develop parcels on both sides of	
490		2/14/2023	Email	5th Street	There part instance. This size for regarding of the state where. I feet like we had a productive eneering and last forward to senting with you or design elements. One proce of the design that recently impred and out at man key purposed are convention to \$50.00 me. I min this is a VER good late, between, for concerned the proposed generaty will lake the unintended effect of encouraging high queed distinguishment of the last production of the last product	
		t				
491	Brenham Adams	3/7/2023	VOH	Business/residential displacement	An analysis was should used observation the section was as trade's consect the section for the principle consect the billions when the consect the billions when the consect the billions were the consect the billions when the consect the billions were the consect the billions when the consect the billions were the consect the billions when the consect the billions were the consect the billions when the consect the billions were the billions when the consect the billions were the billions when the consect the billions when the billions were the billions when the billions when the billions were the billions when the billions when the billions were the billions when the bil	Sec Connect #21
491	prennam Adams	3/1/2023	vuH	Justinessy researchail displacement	Any staging wess should word chathcring day residents access to Austin's natural resources. Properties should not be sained to expand the highway, unless the space is used to include passenger rail through the Teas i 35 condor.	AND CONTRACT OF A
492	Brenna Lozano	1/30/2023	Email	General support	Oser Chairman Bugg and Commissioners: Therk you for recognizing that 135 through Audin a one of the most completed neadway segments in the State of Texas. As this seriously outside the softway of the control of the seriously outside the serio	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
1D	Commenter Name	Date Received	Source	Topic	Comment	Reportes
493	Brent Powdrill	2/22/2023	Email	General support	I support this project and renovation.	See Convent #8
494	Bret Hirsch	1/18/2023	Email	General support	Duer Chairman Bugg and Commissioners: Therk you for recognizing that 135 through Audit is one of the most competed readway segments in the State of Teas. As this seriously outsided readway is offer could be Main Street of Teas, as it is manifold you state of the seriously outsided readway in the seriously outsi	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Thanks, Bret Hirsch	
					Dear Chairman Bugg and Commissioners:	See Comment #8
	1				Thank you for recognizing that 1-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously custiated roadway is often called the Main Street of Texas, all Texas should call for bold and decisive	- Land Control of U
		0.00			These is consistent or open cons	
495	Brett Ames	2/10/2023	Email	General support		
	1					
	_				Mobility35 Program Manager Tommy Abrego,	See Comment #5
					The been an Austin resident since 2010 and a Mustler resident since 2017. Throughout my time in Austin, the used 35 as little as possible for many reasons. I will continue to use it as little as possible because I believe that amount of traffic moving between our city, solitting it both stryologish and meta-photogish does nothing positive for the city basef, nor its resistents.	
					Intelligible Trappers Manage Temmor Manage. As the law of a second seco	
				Do not widen/no build	Anto affine trans to our excessing strent: controls octool age is long way, for example, the Anches case of streaty achievable agrees annual or repeated with more secrimologically advantage aligned trast, camp present who may present and near p	
496	Brett Hall				да чтен ме в реги ме врем на воснова, порядки пр при венементе ос и О ОКОВ ТО АДИЛ.	
				Multimodal Transportation	Enigin more alternative forms of direct transportation via electric assist bicycles, scooters, or even small cards or micro cans. Of course, a better public transic system altogether is needed and study after study shows the benefits of those. There is altered y lettry of infrastructure in place to build on top of or account to support that.	See Comment #20
					study shows the benefits of thoise. There is already plenty of infrastructure in place to build on top of or around to support that.	
					Dear Chairman Bust and Commissioners:	See Comment #S
					Date Claims Bogg and Commissioners. The plant por International Host Strongly Austin is one of the most congoined reachesy segments in the State of Texas. At this seriously andicated reachesy is other calculated the Main Street of Texas, all Texas should call for bold and decisive scalors to bandow that the Commission and the State of Texas, all Texas should call for bold and decisive scalors to bandow that the Commission and the State of Texas, all Texas should call for bold and decisive scalors to bandow that the State of Texas, all Texas should call for bold and decisive scalors from the State of Texas should call for bold and decisive scalors from the State of Texas should call for bold and decisive scalors from the State of Texas should call for bold and decisive scalors from the State of Texas should call for bold and decisive scalors from the State of Texas should call for bold and decisive scalors from the State of Texas should call for bold and decisive scalors from the State of Texas should call for bold and decisive scalors from the State of Texas should call for bold and decisive scalors from the State of Texas should call for bold and decisive scalors from the State of Texas should call for bold and decisive scalors from the State of Texas should call for bold and decisive scalors from the State of Texas should call for bold and decisive scalors from the State of Texas should call for bold and decisive scalors from the State of Texas should call for bold and decisive scalors from the State of Texas should call for bold and decisive scalors from the State of Texas should call for bold and decisive scalors from the State of Texas should call for bold and decisive scalors from the State of Texas should call for bold and decisive scalors from the State of Texas should call for bold and decisive scalors from the State of Texas should call for bold and decisive scalors from the State of Texas should call for bold and decisive scalors from the State of Texas should call for bold and decisive scalors from	
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
497	Brett Lerson	2/10/2023	Email	General support		
	1	1				

498	Brett Metzger	3/6/2023	Email	Community Alternatives	Mobilitó S Program Munager Tomer Abreito.	See Comment #4
					MachingS5 Program Manager Tommy Arrago, Please review the "softwis (SS" project crisina, it pleas to turn the portion running through the city into a boulevand, it will finally desagnigate the city.	
499	Brian Bechtel	2/26/2023	Email	General support	Out Cleanway Rigg and Commissioners. It is a support of the property of the Commissioners of	See Commert #8
				East/Most Correctivity	This continging that which of the white operation of the white Continging of the Con	See Comment 620
500	Brian Bedrosian			Do not widen/no build	have registerious and connections. Notice the control of the contr	See Comment #S
				Latent/Induced Demand	Expanding the highway would not eliminate congestion due to Induced Demand. The project itself would worsien traffic and congestion for many years, especially at a time when Austin will be building Project Connect.	See Comment #18
				Lower Speed Limits	* TuDOT can improve highway salety immediately by reducing the speed films on the highway and access roads.	See Comment #305
				Business/residential displacement	In order to expand the highway, the project would conflicable land from businesses and residents near the right of way, disproportionably impacting small businesses and minority communities.	See Comment #21
				Racial justice	*Midering the highway with the limited connectivity, currently in Modified Build Alternative 3, would perpetuate, equand, and worsen the demographic dolder that begin with the city 1508 master plans. The computer DP's located in the public hearing warmany, appends 7. Enail Copyr Think you for the opportunity to provide my thoughts on this project. Littler attached.	See Comment #3 See Comment #3
501	Brian Bedrosian	3/7/2023	Email	Do not widen, he build	In the same of the Name Department of Theory of the registers of the Name Department of Theory of the registers of the Name Department of Theory of the registers of the Name Department of The In the set registers of the Name Department of Theory of the registers of the Name Department of Theory of the registers of the Name Department of Theory of the Registers of the Name Department of Name Department o	
502	Brian Caudle	2/13/2023	Ernail	General support	New Common Begg and Commonweavers. If the Section of Section is the Section of Section Section of Section Sec	Ten Command 48
ID	Commenter Name	Date Received	Source	Topic	Connet	Responses
503	Brian Fordyce			Do not widen/no build	Making Shappen Managar Tomay Sunga. Milking Shappen Managar Tomay Sunga. I are a resident of Esset Austin, and I am opposed to TOOT's plan for ISS and it's expension. I truly believe that the city will be whole if it were able to rectore the boulevards where East Annous used to be.	See Comment #5 See Comment #13
				Public Transit / Multimodal Transportation	Talls think there should be more focus on incorporating public mass transit and pedestriany blogdes access. This is a rare opportunity to invest in the future of our growing day and we have to do it right.	Daw Commun # 17
				Community Alternatives	I do, however, support Rethrisk35 proposal for a submergled highway with caps to create boulevards between certral and east Austin.	Suc Comment #4
				Bike/ped safety	As an avid brodicat and walker, I know what an unpleasant experience it is to crass 155 with the noise and air pollution, littered trisish and broken our parts, and the clangerous challenge of navigating a cadominated environment. Not to mention the long distances pedestrians are forced to trisine in order to cross the made.	See Comment #30
				Business/residential displacement	Construction plans should prioritibe the local population and not require the demolition of homes, businesses. I hope TubOT takes the feedback of locals into consideration for the best of will Tesas.	See Comment #21
					Rec Clear Chivez and River Street Intersections I moved to the Rainey District of Audio in 2020 following a 38-year carear investing in commercial real estates (CHE) nationwide, with involvement in over \$200 billion of investments. This included over \$1 billion invested in Audio, with similar	See Comment #5
504	Brian Furtong	2/21/2023	Email	Do not Wolsey flos Build	Insends to the fallowing floring of Audion is 2000 following of 35-year current receivance and manufaction (CR) entoresis with insendent in our 2000 following of an internation in the scale, with insenting the fallowing floring the contraction of the scale and the sca	

-	1				Freil Cree Rathasi	See Comment #5
505	Brian Furtong	3/1/2023	Email	Do Not Widen/No Build	Control Oppositions, make large and the surprise of sections of the surprise of sections of the surprise of th	
soe	Brian Furtong	3/4/2023	Emait	Construction	On the Examinate Scorniforms, ACCESS International Services and international contents and services an	Frances LD
507		3/7/2023		General support	Data Claims Bagg and Commissions: It has poll or recipitar bit 5 Smorph, Audin is one of the most congoined molessy segment in the State of Tessa. At this seriously additional modesy is other called the Main Street of Tessa, all Tessas should call for bold and decisive action to be collect levels of informations into a calcely set at all accommodate the right and set minerals growth as an experiencing in our great State. Accordingly, in writing contributions by sequence on production for the SSS State (the SEC and set of minerals growth as an experiencing in our great State.) are considerable of the SEC and SEC a	See Comment #8
507	Brian Kelly	3/1/2023	Email	General support	Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TuCOT. Thank you for your consideration of this request.	
508	Brian Malloy	2/2/2023	MyCapEx Website - Comment Form	Regional Connectivity	Please provide light rail options between the major cities in Teas. This obsession with "one more lains" is bleading state resources that can be used to upgrade the power grip or failing education system.	See comment #1
					I am submitting my concerns with the current plain for the ISS plan. 8	See Connect #34
509	Brian Mongan		MyCapEx Website - Comment Form	Air Quality/Yelsie	Lam adding on procurement with the army plan for the 1-35 years. Be the reading other procurement with the control of the con	
				Water Quality Caps/Deck Plazas	Engineers should study ways to thesit the eather runn'll purversity it goes directly into the lake - our drinking water source) We should have more caps (bury the freeway in longer segments so we buly create connections between east and west)	See Comment #225 See Comment #425
510	Brian Mulvaney	1/30/2023	Email	Caps/Deck Plazas Community alternatives	The should have more copy they be the levely in target adjunction to use they create corrections between out and would. Dear Chairman Bogg and Commissioners: Hear's my outgointon. Make 15's a totl road for all 18' wheelers. Double the totif for whatever is currently charged on 45/130 for these trucks. Remove the totif for 15's sheakers and 5/130. That's all, 8. Mahalems Sent from my Phone 3. Sheakers and 5/130. That's all, 8. Mahalems Sent from my Phone 3. Sheakers and 5/130. That's all, 8. Mahalems Sent from my Phone 3. Sheakers and 5/130. That's all, 8. Mahalems Sent from my Phone 3. Sheakers and 5/130. That's all, 8. Mahalems Sent from my Phone 3. Sheakers and 5/130. That's all, 8. Mahalems Sent from my Phone 3. Sheakers and 5/130. That's all, 8. Mahalems Sent from my Phone 3. Sheakers and 5/130. That's all, 8. Mahalems Sent from my Phone 3. Sheakers and 5/130. That's all, 8. Mahalems Sent from my Phone 3. Sheakers and 5/130. That's all, 8. Mahalems Sent from my Phone 4. Sheakers and 5/130. That's all, 8. Mahalems Sent from my Phone 4. Sheakers and 5/130. That's all, 8. Mahalems Sent from my Phone 4. Sheakers and 5/130. That's all, 8. Mahalems Sent from my Phone 5. Sheakers and 5/130. That's all, 8. Mahalems Sent from my Phone 5. Sheakers and 5/130. That's all 8. Mahalems Sent from my Phone 5. Sheakers and 5/130. That's all 8. Mahalems Sent from my Phone 5. Sheakers and 5/130. That's all 8. Mahalems Sent from my Phone 5. Sheakers and 5/130. That's all 8. Mahalems Sent from my Phone 5. Sheakers and 5/130. That's all 8. Mahalems Sent from my Phone 5. Sheakers and 5/130. That's all 8. Mahalems Sent from my Phone 5. Sheakers and 5/130. That's all 8. Mahalems Sent from my Phone 5. Sheakers and 5/130. That's all 8. Mahalems Sent from my Phone 5. Sheakers and 5/130. That's all 8. Mahalems Sent from my Phone 5. Sheakers and 5/130. That's all 8. Mahalems Sent from my Phone 5. Sheakers and 5/130. That's all 8. Mahalems Sent from my Phone 5. Sheakers and 5/130. That's all 8. Mahalems Sent from	See Comment #42 See Comment #4
511	Brian Potest		VOH	Air Quality/Noise		Se Connect #54
511	Brian Poteet	(4)	VOH		This plan is worse then nothing it is other lessy the upper docks than Iterally convert a plan this bad into our chy for discades. The addrsing will lead to higher carbon emissions and pollution, potenting the worse-coding registrations. Please voture to the diswest bland.	
				East/west connectivity	EW connectivity is a huge problem right now, and this plan doesn't make that any better.	See Comment #20
512	Brian Slingerland	2/8/2023	Email	General support	Our Claims Ring and Commissioners. This poll of English and State (State State Stat	See Communit #S
513	Brian Vettiet	3/7/2023	Email	Do not widen/no build	The proposed I-35 separation is bad for Austin neighborhoods and won't solve congestion on I-35. Rethink it!	See Comment #5
514	Briana Cohen	3/7/2023	Email	Public Transit / Multimodal Transportation	MobilitySS Program Manager Tommy Abrego. Helfo, Toppose the 1-35 expansion. Please redirect energy and resources towards public banes, sactive transportation, bile lanes, sidewalds, neighborhood streets, and high volume bus, frain lines. Thank you.	See Comment #13
515	Briana Miriani		MyCapEx Website -	Business/residential displacement	Think this jalan is one of the most ridicultions and ill consisted things I have ever encountered. Besides the displacement of much used and much loved public and private lands, it's 15pm below the midright deadline so I don't have time to go into deat but I think y' all NOW this is a dunt loke. I really can't figure out why something so unmagnitudes, coally and destined for failure	See Comment #21
			Comment Form		It's 11pm before the midright deadline so I don't have time to go into deals but I think y all KNOW this is a dumb idea. I resilty can't figure out why something so unimaginative, costly and dealined for feliume would be allowed to move forward. We can do better Easily!	
				Latent/Induced Demand	It will also do nothing to relieve conglection along MSS through contral Austin.	See Comment #18
ID	Commenter Name	Date Received	Source	Topic	Comment	Responses
516	Brianna Evans			Do not widen/no build	McDitySS Program Manager Tommy Abregis, good examing by areas a Storace Count, I am writing to express my opposition to the expansion of ISS. I love Austin and have always dreamed of fixing have since growing up in Marker Heights, TX. By areas a Storace Count, I am writing to express my opposition to the expansion of ISS.	Sac Comment #5
				Recial justice	New is already a clear to sel deservacion between east and Next Austin. This project will only recease the separation between the law shirth will disproportionally affect poor, black, and bown folia in Next ().	Sectional (4)
					the oils: 1 below that the MatthiASS project provides vable options that can increase equily in our city.	
517	Brianna Penney			Community Alternatives Air Quality/Noise		See Comment 44 See Comment 834
					Making She Manager Tomay Singer, Deliver Special Control of the State She She She She She She She She She Sh	
				Reroute to 130	Dispring debatils bedienfall amount the day on 130 and other reachings and public bears should be invested in to advise lead smill. Other 1 go and on 130, it's almost always entry and faster and seems that a go and addition for seams. It can be dispringed whereigh on 35 in Audit today and more leaves to the seams of the commands and advisers and the seams of the day of the advisers and advisers and the seams of the day of the advisers and advisers and the seams of the day of the advisers and advisers and the seams of the day of the advisers and	Secondet 43
						Sau Comment #8
518	Bridger Gunderson	2/15/2023	Email	General support	Our Claims Ring and Commissioner. When you for required in 15 Shough Justin is on of the road competiod residuely segment in the State of Team. As this services's collaboration review you will be Main Street of Team, all Teams should said for task and decisive selects to transfer this orbital residuely of inflammation of inflammation of the state of teams and the	Sea Communit 45
519	Bridget Kenny	3/7/2023	Email	Latent/Induced Demand	he hoo't hoo'. Good bering - This wishing 55 of in of help any of traffic problems facing Audin. It will not youke 8 worse as we have see in other crise. For Audin future, we can do better.	Sau Comment #18
					I think widening 35 will not help any of traffic post-lerns facing Austin. It will only make it worse as we have see in other class. For Austin future, we can do better.	
520	Bridget McKinnley	3/7/2023	Voicemail	Do not widen/no build	My name is Bridget McKinnley. And I'm opposed to the plan. It is 10:49 on the seventh.	See Comment #5

521						
	Bridgett Schiela			Latent/Induced Demand	Mobility35 Program Manager Tommy Abregio, Highway expansion does not lessen traffic. This has been proven many many times and TxDOT has no plan besides highway expansion.	See Comment # 2.6
				Business/residential displacement		See Comment #21
				Business/residential displacement Community engagement	If the TADOT plan is approved it will displace homes and businesses at a time that Austin is experiencing a huge housing shortage and affordability crisis.	Sec Contract #21 Sec Contract #21 Sec Contract #21
				Community engagement	Legact the city council to laten to the legs number of oldans who oppose this expansion and to stand up for our neighbors who would be displaced by a plan that will only make stuffic and publics worse in our city.	Sau contrain #220
				Air Quality/Noise	I expect the city council to listen to the large number of citizens who oppose this expansion and to stand up for our resighbors who would be displaced by a plan that will only make staffic and pollution worse	See Comment #34
				Air Quality/Noise	I sepect the cay counted to meet no me segar number of crossers wino oppose one equations are no source up not of meigrations wino would not enquired by a pain meet use cry make trainic arm possured with which is not object. In our object,	Sau Cottrant e S4
522	Brien Strelau	3/7/2023	MyCapEx Website -	Caps/Deck Plazas		See Correnant #42
322	Direct Street	3/1/2023	Comment Form	Capay Data Frazas	As someone who lives on the exist side of Austin, I bog you to include more and longer caps over the freeway - CLP the whole thing event - in order to restore our connection to the rest of this city. The current plan does not adequately reflect or respect the interests of the residents of Austin most directly affected by this project. Please revise the plan according to their input. Thank you.	
					Melio Clynda,	See Comment #5
					Thank you for the email.	and Controlled &
					The date of the control of the contr	
					transformative, locate, or removable in any way. For a few hillow having 1 thinks in the few the set indicated by the location of the locatio	
					For a few billion books? I think it should be all of these thingd. It's lies DIOT has deployed the same design elements and principles that it would for Adington, or Plans, Lanes fly all over the place, willy nilly. They're removing at goods pedestrian street crossings and replacing them with namp flyowers that nobody uses.	
					To the 100 final designed the same design planetine and prompts that for studie for Antique, or Plane, Lean fig at our the plane, with plane in the planetine planetine planetine and considerable planetine and c	
					There are many elegant, compact urban freeways around the world to look towards for potentian friendly obeging principles. This has been done before. We just need a fLOOT lead designer with the vision and budget to do it. If we think bodd oncopy, we can 1 perspent the lane occur. 2 reduces the freeway's footprint, and 5 of earth to increased code of the project register principles. This has legister where from a reduction of the project	
523	Brint Davy	3/6/2023	Email	Do not widen/no build	This is Project Micrometric some design element. It's the sole that infelies it work, but the access reads inments, capped along a cut-and-cover carryon of laries. Their, suddenly, the State of Texas has hundreds of acres of tagity-valuable read edular forming an unbased household in this Capital City, That's work, which "hundreds of acres of tagity-valuable read edular forming an unbase household in this Capital City, That's work, which "hundreds of acres of tagity-valuable read edular forming an unbase household in this Capital City, That's work, which "hundreds of existing a contract of the capital City," and the capital City, That's work, which "hundreds of acres of tagity-valuable read edular forming and the capital City," and the capital City, That's work, which "hundreds of acres of tagity-valuable read edular forming and the capital City," and the capital City, That's work, which work is a capital capital city, and the capit	
					At one 135 heading, a real estate elerat came up to me. She fronted on me like I haven't been faint this project my full attention.	Sec Comment #5
					Account 35 shading a real states agent cames up to me, Des formed on me like I haven't been foring this propert my first atheritors. She actually not that if it represents the danger age proposed, after which the properties of the sheep of the properties of the properties of the sheep of the properties of the proper	
					Do they see it, or don't they' We are going to bulk an Interstate Highway that will last for hundreds of years. And IT sign-off on it when it looks good to me. Because I know so much more, than your average real estate agent, chriming in on a hearing with disappet to everything I levou is true.	
					Sha's a birmbo, to me. I don't mean to be rude, but she is. The point is, if you complain about larses. I'm already listening to you. Do you listen to me?	
					We can do a triple clocker, Regional busines and who-knows-what might need a total bypases, it would be super-limited access. Third layer. Third's probably for intro-state busines, to be horiset. That's two laines. So where are we at?	
					We get 6 lane boolevard up top. That is gonna happen. We get 8 lanes of limited access freeway. We get 2 lanes of ultra-limited bus and high-value truck regional access.	
					That sources like a win to me.	
524	Brint Davy	3/7/2023	Email	Do not widen/no build		
					Dear Chairman Bugg and Commissioners:	Sectionnest 48
					Those on the properties that I 95 though Audio is one of the west conserved and so that and desiring	and Controlled Vision To Contr
525	Brita Hovde	2/13/2023	Email	General support	Accordingly, I am writing today to express my complete support for the 155 Capinal Express Central design as proposed by 1,001. Thank you for your consideration of this request.	
526						
	Brittany Jaisankar	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Executed tows a train connection between Sen Antonio and Assets are Sense Sens	Second 41
		1/31/2023	MyCapEx Website - Comment Form			
527	Brittany Jaisankar Brittany Kellogg	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity Do not widen/no build	Manifest Shippian Managar Terriny Shippi. Manifest Shippian Managar Terriny Shippi. Manifest Shippian Managar Terriny Shippi. Manifest Shippian Managar Terriny Shippia. Manifest Shippian Managar Terriny Shippian Manifest Shippian Manifest Shippian Manifest Ship	The connect #1 Sec Connect #3
527		1/31/2023	MyCapEx Website - Comment Form			
527		1/31/2023	MyCapEx Website - Comment Form		Manifest Shippian Managar Terriny Shippi. Manifest Shippian Managar Terriny Shippi. Manifest Shippian Managar Terriny Shippi. Manifest Shippian Managar Terriny Shippia. Manifest Shippian Managar Terriny Shippian Manifest Shippian Manifest Shippian Manifest Ship	
527		1/31/2023	MyCapEx Website - Comment Form	Do not wider/no build	Maniting Shington Manager from plongs, fram a resident of Austin Tiesas and his no centre East Austin and have for the last 5 years, 109905E 15001h plans for 135 and 09900E expension. Factor set to use an intensible highlayer for youtst tips. Laptin set 1001, Austin Dig Shined, and other representation to lasted up for me and listen to the people also be, command, table, rick and bread in this city, support 1001, Austin Dig Shined, and other representation to listen due for me and listen to the people also be, command, table, rick and bread in this city.	See Continent #5
527		1/31/2023	MyCapEx Website - Comment Form	Do not wider/no build	Maniting Shington Manager from plongs, fram a resident of Austin Tiesas and his no centre East Austin and have for the last 5 years, 109905E 15001h plans for 135 and 09900E expension. Factor set to use an intensible highlayer for youtst tips. Laptin set 1001, Austin Dig Shined, and other representation to lasted up for me and listen to the people also be, command, table, rick and bread in this city, support 1001, Austin Dig Shined, and other representation to listen due for me and listen to the people also be, command, table, rick and bread in this city.	
527		1/31/2023	MyCagEx Website - Comment Form	Do not widen no build Do not widen no build Public Transportation Transportation	Machigas Program Manager Tomory Abregis. In an extended of America Towards of the International Conference of the Internation	Das Connect #53
527		1/31/2023	MyCapEx Website - Comment Form	Do not wider/no build	Maniting Shington Manager from plongs, fram a resident of Austin Tiesas and his no centre East Austin and have for the last 5 years, 109905E 15001h plans for 135 and 09900E expension. Factor set to use an intensible highlayer for youtst tips. Laptin set 1001, Austin Dig Shined, and other representation to lasted up for me and listen to the people also be, command, table, rick and bread in this city, support 1001, Austin Dig Shined, and other representation to listen due for me and listen to the people also be, command, table, rick and bread in this city.	See Continent #5
	Britany Kelogg		Comment Form	Do not widen no build Do not widen no build Pulie Transit Multimodal Transportation Laters/Induced Demand	Machigas Program Manager Tomory Abregis. In an extended of America Towards of the International Conference of the Internation	Son Continent #3 Son Continent #33 Son Continent #33
\$27 \$27		1/31/2023 3/1/2023	MyCapEx Website - Commert Form MyCapEx Website - Commert Form	Do not widen no build Do not widen no build Public Transportation Transportation	Audity35 Progen Moving Promy Strags, I am a readered Autor Transport in an extend East Audit and have for the last 5 years, LOPPOSE ToCPS yielder for 135 and LOPPOSE expension. I support ToCPS, Autor Dig Council, and other representatives to stand up for me and issen to the puople who law, command, then, this and toward to this city. I am The Relition 35 prognant, endospringing another highway such as 59 x 120 as an intended, as bouleand gaing through toward, a med of all a public toward for project. Temperatry use the endors and size Audit Signific Religious, mean more can sent ones to find to the sent facility of finds to supportant to the council toward or expension and one project. Temperatry use the endors and size Audit Signific Religious, mean more can sent ones to finds. To the sent shallow efficient public to supportant to the council towards or expension and up of the same to the public towards of the same towards of t	Das Connect #53
	Britany Kelogg		Comment Form MyCapEx Website	Do not widen no build Do not widen no build Pulie Transit Multimodal Transportation Laters/Induced Demand	Machigas Program Manager Tomory Abregis. In an extended of America Towards of the International Conference of the Internation	Son Continent #3 Son Continent #33 Son Continent #33
	Britany Kelogg		Comment Form MyCapEx Website	Do not widen no build Do not widen no build Pulie Transit Multimodal Transportation Laters/Induced Demand	Audity35 Progen Moving Promy Strags, I am a readered Autor Transport in an extend East Audit and have for the last 5 years, LOPPOSE ToCPS yielder for 135 and LOPPOSE expension. I support ToCPS, Autor Dig Council, and other representatives to stand up for me and issen to the puople who law, command, then, this and toward to this city. I am The Relition 35 prognant, endospringing another highway such as 59 x 120 as an intended, as bouleand gaing through toward, a med of all a public toward for project. Temperatry use the endors and size Audit Signific Religious, mean more can sent ones to find to the sent facility of finds to supportant to the council toward or expension and one project. Temperatry use the endors and size Audit Signific Religious, mean more can sent ones to finds. To the sent shallow efficient public to supportant to the council towards or expension and up of the same to the public towards of the same towards of t	Son Continent #3 Son Continent #33 Son Continent #33
	Britany Kelogg		Comment Form MyCapf : Webster Comment Form MyCapf : Webster MyCapf : Webster	Do not widen no build Do not widen no build Public Transit Multimodal Transportation Laters/Induced Demand	Audity35 Progen Moving Promy Strags, I am a readered Autor Trans and in an interest East Audit and have for the last 5 years, LOPPOSE ToCPS yielder for 135 and LOPPOSE expension. I support ToCPS, Autor Dig Council, and other representatives to stand up for me and issen to the puople who law, command, bits, nite and toward to this city. I am The Relition 35 prognat, missingshipping another highway such as 59 x 120 as an interestable, a bouleand gaing through toward, a med of all a public toward for project. Temperatry use the metric and using Audit Signific Religious, mean more can sent ones to find to the sent indicate difficient public towards towards to the council towards for the relief was the find towards to the council towards to the requirement or a speciment and upper towards to the council towards of the same to the under the sent towards towards to the requirement or upper towards to the council towards to the public towards of the same to the public towards of the same towards to the same towards to the same towards to the public towards to the same towards towards to the public towards towards to the same towards towards to the same towards to the same towards to the same towards towards to the same towards to t	Son Continent #3 Son Continent #33 Son Continent #33
528	Britiany Kellogg Britiany Paeman	3/7/2023	Comment Form MyCaspEx Website - Comment Form	Do not existence has based. Public Trained. Machinerate Laterri/Induced Demand	Admit(s) Single-reliance for the received East Audit and have for the last 5 years. LOPPOSE ToOT's plane for 135 and (OPPOSE operation. I respect TOOT, Audit On Churck, and other representatives to dark quite me and lawn to the people who law, comman, bits, risk and towards to this only. I respect TOOT, Audit On Churck, and other representatives to dark quite me and lawn to the people who law, comman, bits, risk and towards to this only. I have The federal SS proposed, enhancementally an electric proposed and admit of the people and the representatives to the expectation of the people and the representatives to the expectation of the people and the representatives to the people and the representative to the people and the people and the representative to the people and the people and the representative to the p	Des Connect #33 See Connect #33 See Connect #33 See Connect #33
528	Britiany Kellogg Britiany Paeman	3/7/2023	Comment Form MyCapf : Webster Comment Form MyCapf : Webster MyCapf : Webster	Do not existence has based. Public Trained. Machinerate Laterri/Induced Demand	Manual SS Angues Manager Tensor Acrosp. Manual SS Angues Man	Too Contract #3
528	Britiany Kellogg Britiany Paeman	3/1/2023	MyCagEx Webster-Comment Form MyCagEx Webster-Comment Form	Do not existence has based. Public Trained. Machinerate Laterri/Induced Demand	Manual SS Angues Manager Tensor Acrosp. Manual SS Angues Man	Des Connect #33 See Connect #33 See Connect #33 See Connect #33
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528	Britiany Kellogg Britiany Paeman	3/1/2023	MyCagEx Webster-Comment Form MyCagEx Webster-Comment Form	Do not existence has based. Public Trained. Machinerate Laterri/Induced Demand	Admit(s) Single-reliance for the received East Audit and have for the last 5 years. LOPPOSE ToOT's plane for 135 and (OPPOSE operation. I respect TOOT, Audit On Churck, and other representatives to dark quite me and lawn to the people who law, comman, bits, risk and towards to this only. I respect TOOT, Audit On Churck, and other representatives to dark quite me and lawn to the people who law, comman, bits, risk and towards to this only. I have The federal SS proposed, enhancementally an electric proposed and admit of the people and the representatives to the expectation of the people and the representatives to the expectation of the people and the representatives to the people and the representative to the people and the people and the representative to the people and the people and the representative to the p	Too Contract #3
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539 6 530 531 531	Britishy Kedingg Britishy Parkets Britishy Parkets Britishy Parkets Brook Jones Brook Jones Brook Jones	3/1/2023 U:31/2023 Data Received 3/8/2023 2/7/2023	MyCayd - Website - Connect Form MyCayd - Website - Connect Form MyCayd - Website - Connect Form WhyCayd - Connect Form WhyCayd - Website -	Do not waters has badd. Do not waters have badd. Public Towner. Multimodal. Labert/Induced Demand Labert/Induced Demand Labert/Induced Demand Departed Connectivity Topic Namula to 1300 General support Do not waters his badd.	MaintySS Program Manager Training Alongs. The Control of the Section of the Author And Author of the last 5 years, 1 (1970SE 1607's plans for 135 and 1 (1970SE appearance). The Control west to use an intended regime for the group of the first and the section of the last 5 years, 1 (1970SE 1607's plans for 135 and 1 (1970SE appearance). The Tab Indinnov35 programs, entergenizing weather implease such as 25 135 as an intended, a because any group through a result of the districts. In the section of the propert, 1 frequently use the medic and single districts. The Design of the Section of the Secti	See Construct #3

534	Bruce C Sheehan		MyCapEx Website - Comment Form	Laters/Induced Demand	Have on East 14th times in the Sandah 19th Insplications. 21 it is a comparing that is very law for the color plant in the Sandah in the Color of the Sandah in the Sanda	See Comment # 28
				Business/Residential Displacement	Convenient native three. If the description of 60°D hashinses and forms This plant backets of 60°D hashinses and forms This plant backets of 60°D hashinses and forms This plant backets only the first backet from 50°D hashinses and forms This plant backets are plant to be the backet precision from 50°D hashinses from 50°	See Comment #21
535	Bruce Hunt	1/21/2023	MyCapEx Website - Comment Form	Reroute to 130	Among Neway trough the mother of clinic was activage, a best does not in our and the clinic way which the large ment of the clinic was proposed as Engineers and the clinic was found to be found to the clinic was activated to t	Se connect £3
536	Bruce Malcolm	2/7/2023	Email	General support	Les Claimes big cet Commissiones. Note you for required peta 15 Strongly what is not of the root congraind undex year, which is the first in the contract of t	The Communit et à
537	Bruce Raverscraft		VOH	Caps/Deck Plazas	Number one priority is capping as much of 135 from Lady Bird Lake to 51st Street as feasible. This will add entremely valuable green space and, connect the community.	See Comment #42
				Business/residential displacement	Also, herinage businesses lost to expansion, such as The Chronicle and Stanseeds can be preserved and moved to the capped area over the expanded 135 corridor.	See Comment #21
538	Bruce Sargent	1/18/2023	Email	General support	Our Claims high get of Commissions that you for requising the STS Streep, but in over if the next congenit creative speciment in the Store of Taxa. As it is invited you because it is not congenit creative speciment in the Store of Taxa. As it is not invited you because it is not seen to complete the store of the sto	Se Commet 48
539	Brune	1/19/2023	MyCapEx Website - Comment Form	Public Transit / Multimodal Transportation	Hatis I am a resident of the Antonio and a proposent of public transportation. I would like to upp TDCs to include a plan to make the Loren Star Rela proposal to link Audio and San Antonio with regular commoder and. Modering models without improving transit is a waste of morey, as it only induces more domaind and results in the same traffic and more publics. Make public transportation is more efficient and accessible for Texas residents. Thank you.	See Connect #13
540	Bryan Cady	2/8/2023	Email	General support	Data Chairman Bogg and Commissioners: Thesely not for recogning regular bits 155 through Audits in one of the most competent requires appearent in the State of Fasos. At this services is conditional readway in other control of the services of the services of the State of Fasos. As the services of conditional readway in the fasos. The services of Fasos. As the services of the serv	Se Crimert #8
541	Bryan Cumby(Synerg	2/8/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 155 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway's often valed the Main-Share of Texas at Texas at Texas should not for hold and devision action to transform this rivinal stretch of infostrumous into a routeauthar will arrepresentate the rain's and interferent terminate the rain's and interferent terminate are represented the rain's and interferent terminate	See Comment #8
	3)				Accordingly, an entirely facility to express on complete support for the 1-35 Guyllar Express Central advantage as proposed by 1-00.07. These pile for your invasional of this request. Will Gurlands, they in Central advantage of the 1-35 Guyllar Express Central advantage as proposed by 1-00.07. This pile for your consideration of this request. Will Gurlands, they in Central advantage of the 1-35 Guyllar Express Central advantage on proposed by 1-00.07. This pile for your consideration of this request. But Regions, Spyri Centry Austral, Trais	
					These contains connectionary producted to Common and Establishes (No Years LEG at the connections), this right of the Common and Establishes (No Years LEG at the Common and Establishes) (In	See Comment #20
					The ped this crossing times for the Airport/25 interchange might be excessive with the ramping necessitated. More direct crossing paths would be wiscomed. The new Wilshing/45st connection is flartastic and much needed. Please consider restricting 30th 03 access to the 35 fromage. Driven attempt to maneuver to left turn laines across all laines of traffic.	
542	Bryan Golden	3/7/2023	VOH	East/west connectivity	Common commissioning the his documental promage round from usern watern to cogerous, over the main arrives to avoid columnias savings along each stock. Please consider a conversion of East Ave (28 frontage road) from Cesar Chaves to hothy 52, as a two way local roadway to help provide points of eights for the Rainey 52, neight-orhood.	
					Our Clasmon bag and Commissions:	Se Commercial .
543	Brjan Kaminski	2/8/2023	Email	General support	Thisky bo for recipizing the US ST map, Junton is our of the most companied receiving signers in mit be laber of Teach, as this services, outstand receiving in the US ST map, Junton is our of Teach, and Teach is serviced in the US ST map, and the US ST map and the	
544	Bryan Kent	2/8/2023	Email	General support	Data Claume higg and Commissioners. This spile of recognition is 15 Shrough Justin is one of the most congested rookey segment in the State of Fassa. As this servicely coloried rookey is within called the Main Shreet of Fassa, will Team's should call for total and decrease state to Standard Rookey in the State (Standard Rookey) in the State of Fassa, will be seen to the State of Fassa State o	See Comment #8
545	Bryan Morales	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Presse build rail in San Antonio.	Se connect#1
546	Bryce Frisher			Do not wider/no build	MabilityS Program Manager Tommy Alrego; Esponse exidencing a highway,	See Connect 45
				Business/residential displacement	It's 2023 you gots got more creative with the solutions instead of the typical Tat's just displace 5,000 more people so the suburbanites save 20 seconds on their commute."	See Comment #21
547	Bryce Tabb	2/7/2023	Email	General support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Audin is one of the most congested machiney segments in the State of Texasi. As this seriously outdated nobelowy in offer coaled the Main Street of Texas, all Texas should call for both and decisive action to brandom this orbital when the finisherative into a realizely what will accommodate the project and immense growth we are experiencing in our great States. Accordingly, in arreful toolly to sepress any projects begond the sport of the 155-50 pair Depress Active State Instructions.	See Comment #8
					request. Bed, Bryce Talob Sent from my iPhone	
548	Brydan Summers	3/7/2023	Email	Reroute to 130	Michig Shington Manager Tramp Arago. Law a sealer of the Window Puls register Tramp Arago, Law a sealer of the Window Puls register of the W	See connect #3
					congressed and intelligent then the existing highway. This seems like a decision driven by tabbyte efforts to search ton years paying for construction contracts at the appear of Austin residents and the environment, which will no doubt be daugusted further. If DDDT insists on further developing a highway for austin took into ways to make 5% 530 a more desirable route instead of disrupting and destroying properties all through the city. Bast regards,	
ID	Commenter Name	Date Received	Source	Topic	Connet	Regones
					Data Claimes Bugg and Commissioners: That ship for recognition that 35 through Assists in one of the most competed readway segments in the State of Yeas. As this seriously andisind readway is within called the Main Street of Teas, all Teans should call for bold and decisive soliton to be contact sheet and infendencine interaction that a contact sheet and infendencine interactions place. According, Is an writing busine sequence are contact sheet and infendencine interactions and interactions are supported to 155 Contact place. According, Is an writing busine sequence are contact and interactions are contact and interactions.	See Comment #6
549	Bryn Williams	2/8/2023	Email	General support	Accordingly, I am writing today to express my complete support for the 135 Ceptilal Express Central design as proposed by 1001f. Thank you for your consideration of this request.	
				Latent/Induced Deman/I	As a resident of the hide Park Neighborhood of Austin, TX. There serious consum over the LSS clotal Engress Central project as currently proposed by DDOT. As recordly discussed by Austin, TX.	See Comment #18
					As a resident of the high his Analysis and of Assam, Th. These services assumes the 3.5 Capital Expess Considerance, as currently proposed by TECET. An examiny discussed by Nana Adultations from the third of the services of the Assamble o	
					Byron Wycha [3] https://www.kxain.com/traffic_traffic-projects/vi-56-expainsion-project/vi-expain-how-induced-demand-could-impacts+55-projects-conglession-reliat/	
550			MyCapEx Website	Air Quality/Noise	This register impact all only be compounded by environmental pollution, noise pollution, and origining into only access between. On the whole, I feel that the project as currently integrined will be a negative for the health, adding, and quality of file in our city and that the promised benefits will not be residend for any sudarined period of fine	See Comment #34
550	byron		MyCapEx Website - Comment Form	Reroute to 130	As amoremum, Tabelines DDOT owns it to the critizens of Years to more comprehensively seleser the following questions: 2. Hat DDOT consident requiring two strifts: to bigoas the devotements 35 contact by any of \$95.1327 is appropriate for a constained corridor through an urban environment to be a major route for commercial tools trained by an influential question has been difficulties and constained corridor through an urban environment to be a major route for commercial tools trained and influential questions has been difficulties and constained corridor through an urban environment to be a major route for commercial tools trained and influenced questions and constained corridor through an urban environment to be a major route for commercial training and constained and constained corridor through an urban environment to be a major route for commercial training and constained corridor through an urban environment to be a major route for constaining and constained corridor through an urban environment to be a major route for constaining and constaining a	See comment #3
					TAXABLE STATE TO A LOCAL COME WITH THE CONTRACTOR (\$100 DOTS MITCHES) AND STATE OF THE CONTRACTOR (\$100 DOTS MITCHES) AND STAT	
T.						

				Caps/Deck Plazas	2 dies von se gegen consign considered Printince dans, accredits, inclusive, and presidence hardins of the central sea. Stands and or die on section section and section accredits accredit to printing section between the consideration accredits accredit to extend printing section and accredit to accredit printing section according section according central section according section accor	See Comment 442
					How can the impact on surrounding neighborhoods be reduced?	
551	Byron Davis	3/7/2023	MyCapEx Website - Comment Form	Do not widen/no build	Lam opposed to the proposed expansion of 1-55. This just over a mile from the highway and fire concerned about the environmental impact, the hundreds of people and bosiness that will be displaced, the rundl' first our direction gains, the increased cancer emission. The related abolt by comes seed to seed and west to east and the diseagend for the vicio of the public on this. We need to move beyond car-centric infestivations to catch up to other public on the public on this. We need to move beyond car-centric infestivations to catch up to other public and the public on this. We need to move beyond car-centric infestivations to catch up to other public on the public o	See Commant #5
						As Committés
					Takebut in the grocess. It was not been provided to the part of the provided hards, Tr. These series converse our the 150 Capital Equina, Central project is provided by 1000. As examiny discussed by 10. Keys Socialization from the University of Ease as facilities on an Internal Equinal Part of the Central Equinal Eq	
				Do not widen/no build	barriers. On the whole, I feel that the project as currently imagined will be a negative for the health, safety, and quality of life in our city and that the promised benefits will not be realized for any sustained period of time. At a minimum, I believe TXDOT owes it to the citizens of Texas to more comprehensively answer the following questions:	
				Reroute to 130	Has TXDOT considered requiring truck traffic to bypass the downtown 1-35 comidor by way of SH 1307 is it appropriate for a constrained corridor through an urban environment to be a major route for commercial truck traffic? do not feel that this fundamental question has been sufficiently addressed.	See comment #3
552	Byron Wyche				Were more as grade crossings considered? Without these, automobile, bicycle, and pedestrian traffic will all be constrained.	
				Bike/ped safety Caps/Deck Plazas	2. Were more ut-grade crossings considered? Without these, automobile, bicycle, and pedatrian traffic will all be constrained. 3. Should more of the corridor be consisted by decising or capping? Has DDDT engaged stakeholders such as the city, the university, and the private sector to conceptualize creative funding solutions?	See Comment #30 See Comment #42
				Caps/Deck Plazas	3.5 crosses more or the compact or comments by occuping or suppring? man JAJOU employed suswernouses such as a text cryp, the university, and the private sector to concuprosess creative furning southoris? Containing noise and air pollution and creating new space for urban use would be a win-win for all stakeholders.	DAN LUTETTAIN #42
				Business/residential displacement	4.How can the impact on surrounding neighborhoods be reduced?	See Common #21
					4-How can the impact on surrounding neighborhoods be reduced? Thinks, but it in your consideration, [1] Itality/www.xxxx.min/wifeConflict-projects/1-55-equations-project/1-sepert-equiline-how-induced-demand-codd-impact-1-55-projects-congestion-wise/ [1] Itality//www.xxxx.min/wifeConflict-projects/1-55-equations-project/1-sepert-equiline-how-induced-demand-codd-impact-1-55-projects-congestion-wise/ [1] Itality//wifeConflict-projects/1-55-equations-project/1-sepert-equiline-how-induced-demand-codd-impact-1-55-projects-congestion-wise/ [1] Itality/wifeConflict-projects/1-55-equations-project/1-56-equations-project/	
					As a resident of finition's trock, I are assing for 10001 to miligate solds for the prepared clad flower advisores to Walkins Blad that would reviewed by regulating as a cult drough by Arright Blad in an 2000 members an application. 2000 members are gradual angigatement. As a resident of finition's product of the contraction made the extension application and requires set of such displayed by the contraction and the product of the contraction and the extension of product and the product of the contraction and the contr	Sax Contract #9
					The proposed 41st Street to Wishine Blvd connection would be extremely disruptive and would only divide our Historic neighborhood. The certain drawnatic increase in draily straffic will discourage parents from walking their children from their houses to our elementary school, park and churches. And readlessly so, as there are existing arterials 3 blocks in either direction-35 1/2 Street and Amport Blvd - this currently handle much higher traffic levels and could account more traffic.	
553	C Wilk	3/7/2023	Email	Witshire	with much less impact and change of use than conving up our neighborhood bodeward. If it's dearned absolutely necessary for the 41st Street and Wishine Bird connection, than it's imperative to preserve our neighborhood's unity and safety that a longborn be installed at that intersection that would require a left-hand turn to route	
					рикри алисту то мерот ама.	
554	C Prins	1/23/2023	Frenz	Ganarat consent	Date Chairman Posts and Commissioners: Thank our for expension that I. St. Strench Audit is man of the most engaged without common in the Date of Youth. As the englants and standard and southers in other	Sea Commant 85.
3.5	C. Brian Cassidy	.,, 2023		annua appart	Dut Claimen by get of Commissioners: Then's you for recipiting (but 155 trough Audin is one of the most congulant making supposes in the State of Texas. As this sericus) and added making supposes in the State of Texas. As this sericus published contribution of the state of the	
					stome of the naysayers who will suggest that we do not need to improve or expand I-35. The improvements are desperately needed and years overdue. Thank you for your consideration of this request.	
					MobilitySS Program Manager Tommy Abrogo, Lame a resident of District R in Austin Tenna	See Comment #5
				Do not widen/no build	Fine transaction of section of the control of the c	
				ou me weet/100 cuto	representatives to stand up for me and value LOCAL residents over commuters.	
				Latent/Induced Demand		See Comment #15
555	Cadence Tomlinson			Latent/Induced Demand	T-DOT's proces in this project is flawed: It ignores included Demand, construction impacts, particulate matter pollution from the water, the failure of almost all highway expansions, the success of fleeway removals, and to stell; modeling is flawed. Highway expansions of view. The years conscription (see was with the Kuty Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #18
					тадинар вържавана воит такия. Тилу воинет възданов ја ве же възгли или пад ттемер, ве том въз вене романом, желу, в и в венерогамого-рома мерен и ителу.	
				Public Transit /	Tam FOR a public transit-first project and re-designating a different highway (55:130 for instance); as an interstate highway. I don't want to use an interstate highway for my local styps. I want to wait, that you'de the train and connect with my fellow auditinities.	See Comment #13
				Public Transit / Multimodal Transportation	It don't want to use an intensiale highway for my local trips. I want to walk/take/ride the train and connect with my fellow austinities.	
556	Coesar Javier	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Only way to allevialle traffic is to build a high-speed railway from here to aussin, all along I-SS. Don't let 281 become next I-SS	See comment #1
	Villega s II					
557	Cage Johnson	3/6/2023	Email	East/west connectivity	Mer TadOT TadOT, Dear TadOT, The TadOT Tad	See Comment #20
					The problem lies in that the east and west parts of downtown need to be connected. Minimum amount of separation between them is ideal. If I live on the east side and I work in downtown, I shouldn't have to survive a life threatering situation	
					easy walk. Phase consider tables gove entire feath to 15 and getting on bins or walking. Ones it at each opportunity. Wait until dual and then creas it again. You will see what I mean. The bigger 155 is the worse it's impact on the fabric of the city. The crear branches proptice all it have. Does the contract branches proptice all it have. Does the contract branches proptice all it have. Does the contract branches proptice and it have. Does the contract branches proptice and it have.	
558	Caia LaCour			Do not widen/no build	Mobility55 Program Manager Tommy Atropy. Law a resident of Audit. I him in the Window Park neighborhood where there is never a moment in the day where I don't hear traffic from 1-35. When 1-35 was built, it cut the only in two, Now it is a major source of air pollution, noise pollution, and water pollution. And water poll	See Comment #5
					water pollution. In addition, it is the cause of hundreds of deaths a year both human and widdlife. Expanding I/S5 is not a solution to congestion in the city, it will only women congestion.	
					1. expect T-Dot, Austin City Council, and other representatives to stand up for me, Austin oily residents, and future Austin oily residents by doing what, in the long run will be best for the city. Please oppose the expansion of 1-35 and instead use funding to create more mass public bransit. It is the only way to end congestion.	
				Latent/Induced Demand	This bear seen time and again, reparation only encourages more people to drive and adds more congestion, more cars, more noise, air and water pollution, and more dwirth. TxXXVTs proposal is flawed. It is more to represent	See Commant # 10;
					ignores induced Demand, construction impact,	
					particulate pollution from tire wear, and the historical failure of almost all highway expansions.	TOOT conducted an Environmental Impact Statement (ES) which evaluated studies on several environmental topics, including air quality. To review the findings of these evaluations, please see Section 3.12 in the FBS.
				Air quality		ACCI conclusion in Processmooth Impact Spacement (ES) with in colourable studies on several environmental larges, including as an equilib, To resemble for large of these colourists, places as an Exclusion 3.2. In the FES. **The FEST ACCIDE Consideration Models Speculation (Long ACCIDE) evaluation of the Proceed Researchine and exclusion of the Consideration (Fest and exclusion If Fest an Exclusion Internation Accided Speculation (Fest and ACCIDE) evaluation and the Proceed Researchine as expeculated in the Speculation Internation l Internation Internation Internation International Internation International Internation International Internation
				Community Alternatives	am for the Ruthink 35 and a public transit first project.	See Comment #4
			MyCapEx Website - Comment Form	·	As a State emptygee who cannot attord to live where I work, I commune every day from San Antonio to Austin. On the best of days I spand about 2.5 hours total on the read; on the worst days (which are increasing due to new construction) I can spend anywhere from 3.5 hours total as I newsjate highway shut downs due to major accidents and reads that can barely handle the traffic on them. I know that TuDot is doing the best that they can be the designation of the designation of the spend about 2.5 hours total on the read; Tudous and the re	See comment #1
559	Caira Spenrath	1/28/2023		Regional Connectivity	As Size manipuls with a second affect to the relative state. Common, we may for the fine foreign to what the second of second affect to the relative state. Common is well as the fine foreign to what the second of sec	
560	Caltin E Kuglen	1/26/2023	MyCapEx Website -	General support		See Comment #S
			Comment Form		Date Chains Begg and Commissioners: Thanky out for your support to address 1.55 rough, facility in a comprehensive neuron. This should of lightway a noticeally probed as the 1.5th sweet for surfice augmentation 4.5th sweet for in a few and 5.5th rough, facility in a few and 1.5th rough for in the sweet for improvement in neuron to comment of flowers and flower needs of a growing region to ensure and recall and state economy can continue to thrive. I what is in support of the 135 Capital Express Central sineign as proposed by ToOCI. Thank you for your decision to severing the ottower of Texas.	
561	Caltin Falk			Do not widen/no build	Na. DOCT DCCC. Togotose specificity, 15% to my dear brown city, 16d only will expansion woman fulfic and many other problems, including air, water, and noise pollution; health impacts, best island impacts, and creative, but it as also arroncessary and a community policy follow.	See Comment #5
					It is also unnecessary and a communal policy failure.	
						See Comment #13
				Public Transit / Multimodal Transportation	Form sent to travel encount Austin on an intendate highway. Fit much return go piaces quickly and easily in a bike or through public baseporation. This project will discourage waking and brighting and travel say, committing Austin is always (gaining to recolored in.) And the public publi	DAN CONTRIBUT # A.D.
				· · · · · · · · · · · · · · · · · · ·	consequences for climate charge – sensething Austin is already becoming unbearable from: I want community alternatives like Reconnect Austin and Rethink 25, to be fully studied, considered, and implemented.	
562	Caitlin Gary		MyCapEx Website - Comment Form	Reroute to 130	1-25. J am a Chemywood Resident, 1) Diverting truck traffic around Austin has not been explored by TXXXII. Expanding highways only results in more traffic later, not less traffic.	See comment #3
			Comment Form	Caps/Deck Plazas	2) Capping the highway as far north as 55st at, is key to this project being acceptable to Austin, and TXTOO has not made that possible in this design. The current design further epitin/separatise/cuts off neighborhoods when capping the project could be neighborhoods together. Jeeping high Park to Market via parks and bite brains), Let's bring the neighborhoods together. Jeepin will spend more \$ at local	See Comment #42
					magnormotos winit cupring me project couce se negificomotos togetimi (ed. gring ryce vairs to wisewer via pains and ones drains), Let's dring the negiticomotos togetime - people was spento more 3 at local businesses if it's convenient. 3) Capping addresses noise pollution	
ID	Commenter Name	Date Received	Source	Topic Do not widen/no build	Commet	Responses See Comment #5
563	Cartin Giddings			Do not widen/no build	No FOOT DECENT	SAL COMMUNITY 93
					Thank you for your time,	
	1	l	1 L		I.	ı

ů.						
					Studies and real-world results have shown that expanding highways does nothing to lessen traffic!	See Correnant #18
1				Public Transit / Multimodal Transportation	To move Austin forward into the future, we need to focus on alternate solutions—tight rail, more bus lines and bus lanes, more bike paths, etc.	Sae Comment #13
		L				
564	Caitlin Griffith				Mr TsDOT TsDOT, https://eischokaninjo.org/sur/item/3c/21988p	See Comment #5
					As the cold of the cycle of the	
				Do not widen/no build	environmentally sufficiently. This is not the future that I want as a fifting Texan, current and future resident of Austin, and current public policy and regional planning gradualse student at The University of Texas at Austin. The future I want furthers a validable and Habellow termorrants acrossible to all	
				Racial justice	it-35 has served as a racial and economic boundary in Austin since it's conception. The City of Austin is working to mend its history and to break down this historical barrier so that the entire city can be enjoyed by all.	Sau Correner #3
					Expanding the highway will double down on the highway's scrold past and show the chy's Black, brown, and historically marginalized communities that their access to the city is not important - and even less so if they do not own or operate a vehicle.	
				Air Quality/Noise	Expanding the highway will worsen health and climate effects of air potution and heat islands, and cause more accidents resulting in injury and death.	See Commant #34
				Public Transit / Multimodal Transportation	I want to spend the commute home on the bus or, ideally, a light rail. This is what TXDOT should be investing in. Not exceller lains.	See Contrast #33
				iransportation		
				Community alternatives	TXDOT needs to fully consider afternatives to expansion, including Reconnect Austin and Rethield.35.	See Contrast #4
					Mobility55 Program Manager Tommy Abrego, TxDDT's procession in this project in Bawest it ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is	See Contraint #5
565	Caleb Fleischer	3/1/2023	Email	Do not widen/no build	TRUCKS in this project in leaves: it ignores incused oversing, conservation major, purposales majore policytion from the wear, the secure of semals are ingressly expansions, this success of meeting removals, and its trains consenge is filtered. Highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water policytion, safety, and trainsportation options beyond driving, 10 years of construction for just a few years of congestion relief is NOT.	
					Righting expensions DOINT work. They worsen congestion (as we saw with the Kally Preevely), are noise and waiter pollution, safety, and transportation options begond driving, 10 years of conditruction for just a few years of congestion restart is NOT worth it.	
566	Caleb Ogier	1/31/2023	MyCapEx Website -	Regional Connectivity	Please please dear god give us a rail system from San Artonio to Austin. I would love you with all my heart.	See commant #1
			Comment Form			
567	Caleb Pina	1/31/2023	MyCapEx Website -	Do not widen/no build	It would be really rice if Tesas could build something besides a bigger wighney I've Eved here my whole Sife and I'm sick of traffic, driving and the chaddo meet that is our current readways.	See Comment #5
1			Comment Form			
568	Calla Dorais				Mobility.35 Program Manager Tommy Abrego,	See Comment 45
					Hello, My name is Califa Donais and I am an Austin nesident. I firmly oppose the I-SS expansion project. Highway expansion plans historically do not work and only invite more cars and congestion to our city. This plans specifically will further encreach on	
				Do not wider/no build	May read the calls District of the mail Audition of the call of th	
					10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an intenstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	
				Community alternatives	I support alternative plans like Rethrix35, and an investment in other transportation infrastructure such as public transit and blee and pedestrian path networks. The only sky to reduce congestion scatterably and long-term is to offer internatives to othird.	See Comment #4
					Mobility55 Program Manager Tommy Abrego. As a former Austin resident and a cislege student who finds himself driving through Austin from time to time, I don't want to see Austin become the next Los Angeles. From 2012 to 2017 the time spent in traffic has increased 20% throughout	See Comment #5
569	Callaway Kobes	3/7/2023	Email	Do not widen/no build	Austin. A goving population means an increased demand for transportation to us a wider highway into the solution to this demand, he actual investment into reliable public transportation is what needs to be done in order to reduce the number of cars on the road. Istrongly oppose the expension of 1.95 because I believe that there are a multitude of alternative solutions that need to be locked into.	
570	Callie Fowler	2/7/2023	Email	General support	Les Classes Bagg and Commissioners. Noting you for registrate fault is 50 margle duction is set of fault in sear of the private or product continues against in the State of Name A. Not in the Workshop of Continues and State of Name A. Not in the State of	See Contrast #8
					cases the Mean Carlet or Ledux, as is seath account part of the Carlet of Carlet or Mean Carlet or Ledux, as is seath account part of the Carlet or Ledux or	
					Data of St. Spain Express central. This by so for six popularity to comment or the proposed 150 claramost This by so for six popularity to comment or the proposed 150 claramost This by so for six popularity to comment or the proposed 150 claramost This by so for six popularity to comment or the proposed 150 claramost This by so for six popularity to comment or the proposed 150 claramost This by so for six popularity to comment or the proposed 150 claramost This by so for six popularity to comment or the proposed 150 claramost This by so for six popularity to comment or the proposed 150 claramost This by so for six popularity to comment or the proposed 150 claramost This by so for six popularity to comment or the proposed 150 claramost This by so for six popularity to comment or the proposed 150 claramost This begins the proposed proposed 150 claramost This begins the proposed 150 claramost This by so for six popularity to comment or the proposed 150 claramost This by so for six popularity to comment or the proposed 150 claramost This by so for six popularity to comment or the proposed 150 claramost This by so for six popularity to comment or the proposed 150 claramost This by so for six popularity to comment or the proposed 150 claramost This by so for six popularity to comment or the proposed 150 claramost This by so for six popularity to comment or the proposed 150 claramost This by so for six popularity to comment or the proposed 150 claramost This by so for six popularity to comment or the proposed 150 claramost This by so for six popularity to comment or the proposed 150 claramost This by so for six popularity to comment or the proposed 150 claramost This by so for six popularity to comment or the proposed 150 claramost This by so for six popularity to comment or the proposed 150 claramost This by so for six popularity to comment or the proposed 150 claramost This by so for six popularity to comment or the proposed 150 claramost This by so for six popularity to comment or the proposed 150 claramost This b	See Comment #18
					No. 135 Capital Express Central, Draft Environmental Impact Statement Thinking long for the opportunity to comment on the proposed 135 Draft Environmental Impact Statement and for the inclusion of air quality and climate change analysis in the DBS. Thinking long for the opportunity to comment on the proposed 135 Draft Environmental Impact Statement and for the inclusion of air quality and climate change analysis in the DBS.	
					Powers, I do not believe that the air quality air climate change analysis is sufficient. Specifically, request that it foot and orders all the following before finishing the Prinal Environmental Impact Statement: —Air Quality amagine must look at PM 2.5 PM 1.0, in NO.1 ThOO' on pin-applied CO which is used to study and they know they worked. —Air Quality amagine must look at PM 2.5 PM 1.0, in NO.1 ThOO' on pin-applied CO which is used to study and they know they worked.	
					- Austin is headed to non-distanment for PM 2.5 and that will dissincially change the way we do transportation at the CAMPO level. - The fact that we are so close to non-distanment for PM 2.5 is likely with JDOD did not do the analysis. And likely with they are pushing for an PIES and Record of Decision by August (prior to Texas being required to correly) with new standards).	
					- TxDDT needs to do a quantitative enalysis and health irripact assistant for all pollutarits. - TxDDT needs to do a quantitative enalysis and health irripact assistant for all pollutarits. - Greenhouse generalisation enalysis is incomplete, for only books at construction, not long farm. Also, the models are based on the CAMPO regional growth forecasts, which assume the expected effects on housing and other real estate decisions.	
					That widening this freeway will cause. The model must be able to analyze the currulative climate emissions outcomes of variable alternative investment scenarios, travel behavior assumptions, and regional growth alternatives, or it is somewhat meaninglass.	
571	Callie Hardin	3/7/2023	Email	Air Quality/Climate Change	There's you for all that TxOOT is doing to improve the health of all the people of the Asstin region and reduce the heavy negative health impacts of our transportation system.\	
1						
					Mr 1600 1 1600 1,	See Comment 41%
				Latent/Induced Demand	The second of th	
572	Callie Kennedy					
	,			Public Transit / Multimodal	As a fact restort, I are at interested in a traverage growder, supposed polytops, the seed revenues in other forms of politic interpretation such as have, since histographs or advantage, and it wish assessor and other foreigness, publicates and organized with these preparies a restoration, explaint interest, and organized as a restoration of the restoration, and control are as above of the proper department. It is remarkaged for the restoration of the restoration and the restoration are above of the proper department. It is remarkaged and other and the restoration of the restoration are above of the proper department. It is remarkaged and other and the restoration of the restoration are above of of the restoration are also as a supplication are above of the restoration are above of the restoration are above of the restoration are also as a supplication are also as a suppl	See Comment #13
				Transportation	I strongly urgle you to invest in a reimagined future where community alternatives are accessible, affordable, and even preferable to individual cur use. We need community alternatives to expansion, including Reconnect Austin and Rethink 35, to be earnestly considered and invested in.	
573	Callie Taylor	2/7/2023	Email	General support	Date Chairman Bugg and Commissioners: There you for recognizing that 135 through Audin is one of the most congested readway segments in the State of Texas, As this seriously outside and undersy or the control of the final students or the control of the student of the required and immarized	Sac Comment #S
1					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Catlle Taylor Senior Director Economic Development	
574	Cam Herringshaw	3/7/2023	VOH	General Support	I support Modified Build Alternative 3 as a way to bury I-35 and improve the walkability and bikeability of Austin.	See Commant #8
575	Camdon Durfee	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	A railway would lower the global GDP more than the push to electric as well as lower car dependents.	See comment #1
			Comment Form			
576	Cameron Babberney		MyCapEx Website -	Air Quality/Climate Change	We need greater measurements of air quality during this 'envisormentail' review	See Comment #18
			Comment Form	Water Quality	Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)	See Commont #125
				Public Transit / Multimodal Transcortation	We should have direct BUS CRILY on ramps and off ramps so that transit girds a priority over one person one whick; We should have been only laines (or britler yet a plan for rain here - that would be truly sweezene) but we need PREFERRED transit options.	See Commant #13
				Multimodal Transportation	we ansure nave our only sense (or overify set a plan for rist here: -that would be truly awasome) - but we need PPEZEMED transit options.	
				East/West Connectivity	We should have more caps (bury the freeway in longer segments so we truly create connections between east and west) Early plants suggested ThDD* would pay for the project. Why do Austin bapayers have to foot the bill for the region and the state?	See Commant #20
					Earry pearts suggested it Aurun recurs pay for the project. Why do Auddin taxpayers have to foot the tell for the region and the statis?	
				Do not widers/no build	Mobilit, 35 Program Manager Tommy Abrego,	See Correlat 45
					Makinish Shippine Makagar Temmy Alarya Care Shippine Makagar Shippine M	
1					The state of the s	
577						
5//	Cameron Herber			Air Quality/Noise	Instead of putting money into more lanes which increases pollution and will have a substantial negative impact on vital greenspaces and residences along (35 through central Austin.	See Comment #34
				Public Transit / Multimodal Transportation	Why not spend that money developing public brainst and real infrinstructure along 35 which would decrease the number of people needing to drive. Texas readway death rates are skyrodweling and people generalized you'rt want to drive, we want to sit on our phone or listen to a podcast. Two seen policymakers say that cans are more "free", or something of the sort, but nothing is more free than valikable,	See Comment #13
1				Transportation	communities with regional transit.	
578	Cameron Johnson	3/6/2023	Email	Multimodal Transportation	MobilitySS Program Manager Tommy Abregio, Rather than investing in more expensive, pollution classing highways - please investing in clean infrastructure that will help clean my family and neighbors from the dangers of pollution	See Comment #20

579	Cameron Llewellyn	3/7/2023	Email	Do not widen/no build	Mobility55 Program Munager Tommy Abrego,	See Comment #5
					MobilityS Program Manager Towny Arage, **In "a commond containment and would be to socially opposed SS explansion, most urban assistables don't want to use 135 to travel, especially locally, traffic will only increase, especially if you intentionally choose to incentivate it, any critical ministry about this issue would be greatly appreciated.	
580	Cameron McQuinn	3/7/2023	Email	Community alternatives	Mobility55 Program Manager Tommy Adrego, Assisn is an armating city with so much to offer and I thrisk that removing the freeway would have a positive impact on the environment in downtown Austin. I support replacing the freeway with a boulevard or public transit.	See Comment #4
	Commenter Name	Date Drawland	A	Verie	A	August Au
581	Cameron Waltz	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	See Comment #5
					Mobility.55 Program Manager Tommy Arrage. 1-35 is already a mess and adding more lines and construction is only going to make things worse. It's going to make congestion worse, I strongly oppose this plan.	
582	Cami Babineaux	3/6/2023	Email	Do not widen/no build	Mobility25 Program Manager Tommy Adrego, The fixed in Texas for a majority of my life from Austin to Dullas i-35 has been a continuous shift show. If you choose this expension it means you want to waste Texas money.	See Comment #5
583	Camila Restrepo	3/7/2023		Do not widen/no build		See Comment #5
583	Camila Nestrepo	3/1/2023	Email	Do not widen/no build	No host notice: No host notice of the department of the separation of 35. Indianal that expanding 35 will further decrease our are quality, create more which congestion and most importantly decrease access to public treat and boyds use in the city. Research and invarious for this expension and protect our communities.	See Connent #5
					Please consider alternatives for this expansion and protect our communities.	
584	Camille Sabino			Do not widen/no build	Mr Tubor Tubor, Melia,	See Connect #5
					Natio, 1. If am writing to appear the 1-35 expension. There are many plusides showing how freeway expension desort actually improve traffic flox. This expension will actually ware our mobility worse. It will close many businesses and homes, make sucking and bring less activables with more room for highway, make our overall health worse due to semperal publicion, and the list gas on.	
				Public Transit ; Multimodal	What makes Audin special is the ability to get anywhere in the City using used streets. We should to continue to invest in welkable, bible abile, and bus friendly religible/modes. Wide polluting highways will make Audin mishabilities and rule this gen. Please review Recovers, Audin and Albertin's SS. Audin CURNOT make the same makake that other Cites have when choosing highway expension over equitable mobility.	See Comment #13
				Transportation	Please review Reconnect Austin and Risthink 35. Austin CANNOT make the same mistake that other Closs have when choosing highway expansion over equitable mobility.	
585	Camryn Blackmon	1/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	Please include a plan to revive the Lone Star Rail Proposal. We need better public transportation and accessibility.	See comment #1
			Comment Form			
586	Carry Simone	1/12/2023	Email	General support	Due Chairmen Bug and Commissioners Think you for recipiting that 135 frough Audit is one of the most congrained reading supports in the State of Texas. As this surriously inclined reading is designed to the state of the state	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this nequest.	
					14.	See Comment #5
					As a process and comment, less of \$1.5 and \$1.5 and \$1.5 and \$1.6 and \$1.6 and \$1.5 in currenty facing \$1.5 on a positive inspect delive. This is currently my reported to \$1.5 in currenty facing \$1.5 on a positive inspect deliver. This is currently my reported to \$1.5 and	
				Do not widen/no build	expanding 135.	
587	Cara Bartlett					
				Caps/Deck Plazas	2. A full cap from Lady Bird Lake to Airport Bird 3. Dan't pseclude feature capping Airport Bird to 200	See Comment #42
				Reroute to 130	4. Route trucks to SH 130	See comment #3
588	Cara Bertron			Do not widen/no build	Mobility55 Program Manager Tometry Abresto.	Sec Comment #5
					The in Charrywood, a few blocks from 155. While I visio presided to see TuCOT's plans to remove the upper dicks, I object to several fundamental aspects of the proposed project as flawed: 3) Flatine in a refull it is more delargence. Building a road where cains could hypotherically go lister in an Egod for Austritinities suffice. 5) Specifically, is possible to Notice Certain Notice of Certain C	
					more dense.	
				Latent/Induced Demand	1) increasing read capacity does NOT decrease traffic. In fact, bigger reads lead to more cars. If you build it, they will come. 2) Current traffic on I-35 is well below previous TxDOT projections for the intenstate. The assumption that a dismartically wider read is needed must be examined, given current data, trends, and the previous	See Comment #18
					Inaccurate projections.	
			-	Public Transit / Multimodal	4. Audin needs more transit, fewer cars, and an urban landscape with less space dedicated to car-centric road-says. The proposed project is immersed in the thrinking of the 1950s and 1960s, not of 2023 and beyond. Supports rearness roadway that can be entirely oppost.	See Comment #13
				Transportation		
				Business/residential displacement	6) Road-widering projects that displace nearty residents and tool businesses are not what Austin needs. TxCOT must do better to reduce displacement.	See Commant #21
589	Cara Biasucci	3/1/2023	Email	Do not widen/no build	Mobility.55 Program Manager Tommy Azrego, Daze siynadam, Lappose experience of 2-55 and the proposed plan put forth by TuCOT. Highway expension is a failure, as has been proven in many other locations. How about making a change that his significant and long lasting impact as well as improving the	See Comment #5
					quality of our belowed city, such as a bouleward or a light rail system or other public transportation option? Naving trucks speed through the center of the city is noisy, polluting, and dangerous. An interstate described in the motified of a city! As a resident of central Audils, if of the is one as beneficial solution that a resolution of principal solution, that resolution of the city, and the registral of the city, and the city of the city and the city of the	
					hear this reasonable, flat-chosed perspective and stand up for what is sensible, representing the culy fidix who voted for them to do exactly that. Thanks for listening,	
590	Carl Ezell	2/8/2023	Email	General support	Duer Chairman Bugg and Commissioners: Thank you for ecognizing that 1.55 through Audin is one of the most congested readway segments in the Date of Texas. As this seriously outsided neadway is offered could be talked 55med of Texas, as Texas should call to be dud not occur action to be reliated from the orbits served or finisherations into a reliately spill will accommodate the seriously outsided condenses and interesting point are operationally possible and accommodate them are presented in the present of the	See Comment #8
					are experiencing in our great cause. Accordingly, I am writing foldly to express my complete support for the I-3D Capital Express Central design as proposed by TACOT. Thinks you for your consideration of this requisit.	
591	Carl Cheng			Do not widen/no build	MobilityS Program Manager Tomery Atrogo. Maching of Tomer Comer, College S P.O.C. State of 198 and 1000005 managing	See Comment #5
					Statistics Topiques Manager Entrons Associated. In an existent of Tour Association (1992) Excitor (1992) Excit	
				Reroute to 130	With Austin's continued growth, we have to think of butter alternatives and I am for the Rethink35 posposal, indesignating another highway such as \$94.30 as an intensiata, a boulevard going through town, and a public benish first project.	See comment #3
592	Carl Condon	2/7/2023	Email	General support	Des Chairman Bugg and Commissioners: Their you for recognizing that I.55 through Audion so med the most congested madesy segments in the State of Texas. As this seriously additional contents or in the second of the most congested madesy segments in the State of Texas. As this seriously additional contents or in the second of Texas. As this seriously additional contents or the second of Texas. As this seriously additional contents or in the second of Texas. As the seriously additional contents or the second of Texas. The second of Texas as the Texas is the second of Texas as the second of T	See Comment #8
					called the Main Street of Texas, all Texans should call for bodd and doctaive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TuDOT. Thank you for your consideration of this request.	
593	Carl Condon	1/13/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outsided madway is often called the Main State of Texas, all texas should call for bodd and decaive action to transform this critical stretch of infestivulous into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	Sue Comment #8
					Accordingly, I am writing today to express, my compilete support for the I-35 Capital Express. Central design as proposed by TxD01. Thank you for your consideration of this request. Cent Condon Sent from iPhone	
594	Carl Judd	1/3/2023	Email	Business/residential displacement	Take and it of the count of your any your gift clean apprint put of the count of your and your gift clean apprint put of the count of your gift clean apprint put of the count of your gift clean apprint put of your and your gift clean apprint put of your gift your gift put of your gift put of your gift you	See Comment #21
					how to make it. Moving to a pass that requires asturating feed to start is inclinating. If years ago I was using arch wheter shalter at south Austin nec content through frost pooch, make it cut. I was 59 years old. The 65 now, and it seems there is no safety net for cold facts like mit. The a former business owner that was washed by 2008 depression. At of you folks that think it's easy. It y leaving your house in reasonable wealther and go stand in your yeard for an evening, You con't use the bathroom and you have a bus passes that exprises before you need to get to work. PSyour	
					next paycheck is 5days every. I've done it, can you? What housing ideas do you have? There's no simple answers. But please have some compassion. I was a read person but I'm a not even. In other words, leave the most allow, or provide allowable attendances for the noty trying to get by b, cong term alforeshable attendances was any paramount. Please give as what book tow-income employed folds. Thereis for reading my rant. Truly, Empty your waitet, No and read only the control of the	
595	Carl Leefe	1/30/2023	Email	General support	Dear Chairman Bugg and Commissioners: Therk you for recognizing that 135 through Audin is one of the most congested readway aggreets in the Baste of Teas. As this seriously colaborate madeway is often colaborate flash in the seriously colaborat	See Comment #8
598	Carl Warren	1/31/2023	MyCapEx Website -	Regional Connectivity	Accordingly, I am writing today to express my complete support for the 155 Caphal Express Central design as proposed by TuOT. There's you for your consideration of this request. San antonio is the largest city in the US without a passenger rail. Please consider the proposals of San Antonians for Rail Transist to connect Austin and San Antonio by rail, and consider connecting any	See comment #1
		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	MyCapEx Website - Comment Form		practical sections of the city itself.	

597	Carta Kalekin	3/6/2023	Email	Aesthetics	Nation 25 Anguest Making of Temps Ording and Security of Security	Taknow and celebrate Austin's collinaria and community deventy, TuOOT issuched LiveSS (possity followed Visual Enhancements), as evaluatine, design programs in partnership with the City of Austin for the 13S Capital Express Central project. The goal is to gain community in your to help issuring founding in dements to on existent and exist seed connections that executives thin Austrinists. This self improve exists executive reliability and affice for the indement design and in distinctions community.
					In fact, 1.35 would like to maintain a slimmer and feater physique by streaking ARDUND Austin instead of packing on the pounds and lumbering through Austin. 1.35 has been admiring the SH-130 exercise route and thirds it would be the key to	TAOT will also work with the community to develop materials and gather feetback on outreach and engagement strategies.
					attaining (32% https://districtions.volved.goals. Albo, (35 warfs) town-or this popularity, 1-35 dreams of not one, but TWO NEW MODERN MAKEOVER LOOKS: Albo, (35 warfs) town-or this image, 1-35 warfs of first and be liked again, 1-35 thinks that a "business boulevaird" makeover just might be the way to boost its popularity, 1-35 dreams of not one, but TWO NEW MODERN MAKEOVER LOOKS: Albo, (35 warfs) town-or this image, 1-35 warfs to first in and be liked again, 1-35 thinks that a "business boulevaird" makeover just might be the way to boost its popularity, 1-35 dreams of not one, but TWO NEW MODERN MAKEOVER LOOKS: Albo, (35 warfs) town-or this popularity, 1-35 dreams of not one, but TWO NEW MODERN MAKEOVER LOOKS: Albo, (35 warfs) town-or this popularity, 1-35 dreams of not one, but TWO NEW MODERN MAKEOVER LOOKS: Albo, (35 warfs) town-or this popularity, 1-35 dreams of not one, but TWO NEW MODERN MAKEOVER LOOKS: Albo, (35 warfs) town-or this popularity, 1-35 dreams of not one, but TWO NEW MODERN MAKEOVER LOOKS: Albo, (35 warfs) town-or this popularity, 1-35 dreams of not one, but TWO NEW MODERN MAKEOVER LOOKS: Albo, (35 warfs) town-or this popularity, 1-35 dreams of not one, but TWO NEW MODERN MAKEOVER LOOKS: Albo, (35 warfs) town-or this popularity, 1-35 dreams of not one, but TWO NEW MODERN MAKEOVER LOOKS: Albo, (35 warfs) town-or this popularity, 1-35 dreams of not one, but TWO NEW MODERN MAKEOVER LOOKS: Albo, (35 warfs) town-or this popularity, 1-35 dreams of not one, but TWO NEW MODERN MAKEOVER LOOKS: Albo, (35 warfs) town-or this popularity, 1-35 dreams of not one, but TWO NEW MODERN MAKEOVER LOOKS: Albo, (35 warfs) town-or this popularity, 1-35 dreams of not one, but TWO NEW MODERN MAKEOVER LOOKS: Albo, (35 warfs) town-or this popularity, 1-35 dreams of not one, but TWO NEW MODERN MAKEOVER LOOKS: Albo, (35 warfs) town-or this popularity, 1-35 dreams of not one, but TWO NEW MODERN MAKEOVER LOOKS: Albo, (35 warfs) town-or this popularity, 1-35 dreams of not one, but TWO NEW MODERN MAKEOVER LOOKS: Albo, (35 wa	
					- FRIST LOOK is the sites, at hetci: look at meast-stress-incrund-sustin-via-att-150 look that makes 135 the envy of all the other intensites highways as it conveys traffic around Austin like a cheetah. -\$FONDH LONK is the finished, a managemblab is constructive, and refreshed in the size in	
					I am honored that I-35 has chosen to confide in me, and I would not be a good friend if I did not convey I-35's sentiments to the folks with the power to make I-35's dreams come true.	
598	Carlos A Colina			Do not widen/no build	In 10d TOCT Interfaced for the real Department of Temporation proposes to either Interface Agricus 55 through Audit - Either this represents a disservice to all Auditines, whether or not they used 35. Not only in t well demonstrated that adding feeting interfaces are consistent or their this real popular or their thinking that is a second or their popular or their thinking that is a second or their popular or t	See Comment #5
					Londonization that that is least independent on that the thin is least independent on the thin in the contract of the contract	
				Community alternatives	walking, or using gubbic transit. A better way forward would be to consider one of the proposals to bury the freeway, or cap and stitch over it, through the middle of town. But best by far would be to remove it completely, resource regional.	See Comment #4
					sware; go using point: waver and the bit consider one of the proposals to bury the riveway, or cap and sitch over it. through the middle of born. But best by far sould be to sensor it completing, resorts regional facility, proxy you did und on the city's subchain perplay, and expursors the season of forms freeway for trainst, public remarks, and down residerated development in the city's core. This would remark our sensors, quality of facine state and last let all the sensors for the contraction of the core. The sensors remarks are contracted to the contraction of the core in the city's core. This would remark our sensors, quality of facine state and last let all the sensors for the contraction.	
599	Carlos Mendoza	3/7/2023	Email	Do not widen/no build	Monitoria Program Moniger Entering Sergery. Takkerine TOOD's year for 15 series or	Sax Comment #5
					do support the Rithink35 proposal and am hopeful that Austin City Council and TxDCT will take that into consideration instead.	
600	Carlotta McLean	1/16/2023	Email	General support	Due Chairman Bogg and Commissioners: Thesis you for recognising that I 35 through Justin is one of the most congession making segments in the State of Teas. At this seriously outsided making is often called the Miles Dever Of Teas, at Teas should not for told and excision action to brankler in this collect of refinements in an analously to die at a commission bits in policial annexes growth was not experiencing in our great State. Accordingly, in we refine policy to presum an original support to the ST Codification (present State Accordingly, in we refine policy to presum a complete	See Comment 48
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
601	Carly Boerst			Do not widen/no build	Mobility.35 Program Manager Tommy Abrago, As a lifetong Austrinia, I whemen'ty oppose any I-35 separation.	See Comment #5
					And a controlling Palameters, a watercontray deplacement of the deplacement.	
				Business/residential displacement	For one, it would uproof residents from their hornes and force beloved local small businesses such as Aster's Ethopian restaurant to relocate, if not close down altogether.	See Contraint #21
				Latent/Induced Demand	Not to mention, expansions such as head don't even fulfill their purpose to relieve traffic congestion, as seen in Kaly, in a few years after a decade of construction and traffic on I-35 inentiably gets baid again, what is need? How many homes and businesses have to be destroyed until we say enough?	See Comment #18
			1	Public Transit	For the good of any community, I hope representations in the government draw the line here 1.55 has except lines. I sould greatly porter if my to distins want to public beauti, the only proven way to parameterly lines had not a population of the proposation of my expresentations in only and state government would have 10.001 froza more or maintain presenting reads instead of expanding them. There you for reading	See Comment #13
			1	Public Transit, Multimodal Transportation	permanently leasen traffic. I would also appreciate if my representatives in city and state government would have TX-COT focus more on maintain precessing roads instead of expanding them. Thank you for	
			1	iramportation	· · · · · · · · · · · · · · · · · · ·	
L						
ID.	Commenter Name	Date Received	Source	Topic	Comment	
					Dear Chairman Bugg and Commissioners: Thanks unsufer recreasiving that 1.5% through Jurial's is one of the most composited markers separated in the State of Teass. So this separate rendered markers is often nation the Main Street of Teass. all Teass should be referred deriving	See Comment #8
					These you for recogning that 1-55 enough Austin is one of the most congested roodway signests in the State of Teass. As this seriously outdated roodway is often called the Main Sheet of Teass, all Teams should call for bold and decisive action to brankform this critical intent of efficient countries and enough you and accommodate the report and immension growth we are experiencely in our great State. According, I man influence by the youther approprise apport of the State of Teass, all Teams should call for bold and decisive action to brankform this critical instance and the state of	
602	Carly Christopher	2/8/2023	Email	General support	Accordingly, a minimizer was a way as well-seem to complete support for the 1-30 Cuspmin Express central censign as proposed by TXDOT. Thank you for your consideration of this request.	
603	Caro Yahoo	1/31/2023	Email	General support	See Channel being and Commissioners Thank you for recognizing that 135 trivings hadre in our of the most congenized reading supports in the State of Texas. As this surround unliked or makes a whole in the State of Texas. As the surround unliked or makes a whole in the State of Texas. As the surround unliked or makes a whole in the State of Texas. As the surround unliked or makes a whole in the State of Texas as the surround unliked or makes a state of the State of Texas as the surround unliked or makes a state of the State of Texas as the surround unliked or makes a state of the surround unliked or makes a state of the State of Texas as the surround unliked or makes a state of the State of Texas as the surround unliked or makes a state of the State of Texas as the surround unliked or makes a state of the surround unliked or makes a state of the State of Texas as the surround unliked or makes a state of the surround unliked or makes a state of the State of Texas as the surround unliked or makes as the surroun	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this	
604	Carol Burk-Braxton		MyCapEx Website - Comment Form	Do not widen/no build	Law vary concerned about the placement for PSS in characters Audin. 1. People from all areas of Audin meet to have equal access, i.e., there need to be enough access points that exidents of home access and the placement of the	See Conversant #5
			Comment Form		neighorhoods are not eliminated from use (as happened to Windoor Park, University Hills, and \$2 zhrss,/Coronado Hills neighorhoods are not eliminated from use (as happened to Windoor Park, University Hills, and \$2 zhrss,/Coronado Hills neighborhoods into talked we should be s	
					provides a significant advantage over what we have currently.	
					Consideration needs to be in place to deal with air and water pollution from gazeline-powered vehicles.	
				Air Quality/Noise		See Correct #34
				Multimodal Transportation	3.) Dedication to different modes of transport (e.g., bus, personal vehicle, rail, bicycle, pedestrian, and goods transport trucking would be safer if each had their own space.	See Commant #20
605	Carol Goodwin			Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As an Austin District 9 resident, I strongly copose the TuDOT1-35 expansion proposel.	See Comment #5
605	Carol Goodwin			Do not wider/no build		
805	Carol Goodwin			Do not widen/no build Air Quality/Climate Change	In considering the advisability of this plan, I did some reading on freeway expansion in other U.S. metropolitan areas. The unequivocal result was more traffic and more congestion. This is not what Austin	See Comment #5 See Comment #18
605	Carol Goodwin					
605	Carol Goodwin				In considering the advasability of this plan, I did some reading on beway expension in other U.S. multiportion areas. This unequinous result was more traffic and more configuration. This is not what Audin needs at this time of directs crisis where we must represe are quality, neckes control emissions, create more given opens, and provide transportation alternatives to care.	
605	Carol Goodwin	1/30/2023	Email	Air Quality/Climate Change	In considering the advasability of this plan, I did some reading on beway expension in other U.S. multiportion areas. This unequinous result was more traffic and more configuration. This is not what Audin needs at this time of directs crisis where we must represe are quality, neckes control emissions, create more given opens, and provide transportation alternatives to care.	See Connect #15
		1/30/2023	Ernait	Air Quality/Climate Change Community Alternatives	a consistency the advanting of the place, of all some resering on however, previous in other U.S., entirepolition leves. The unequivoral result was one treffic and more completes. This is not what Audit made at this time of direct critical where we must improve air quality, endour control entires, create more given oppose, and provide transportation alternatives to care.	Concrete #13 So Content #4
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615	Caroline Tourna	3/6/2023	Email	Do not widen/no build	Maintain Region Manager Tempor Storage Tempor Te	The Communit #S
616	Carolyn Hill	3/6/2023	Email	General support	Date Claims thing and Commissioners. When the Property of the Commissioners is the Commissioners of the control of the Commissioners o	The Comment 48
617	Carrie Cunningham		VOH	Do not widen/no build	Nu higher and no wider highway through our central day 35 dates not recell to separed to 20 lowed	See Comment 65
				Reroute to 130	Reroute all trucks to SH 120	See comment #3
				Caps/Deck Plazas	A full cup from lady bird lake to airport without preducting future capping from airport to 290	See Comment #42
618	Carrie Parsons			Do not wider/no build	Note for or facilities: 1 Search Sea	See Comment #S
				Lower speed Limits	have construction in Central Audio judicipiles Project Connect) will achievely effect my additify in vivoritier in Sien Actions, I am also very connected about the additional landing risk from the construction island. For bother working an 3.5x, it record upon relaced speed lesson producing a viction to additional relacions during registeria locari,	See Communit #401
619	Carrie Smith	3/6/2023	Email	Do not widen/no build	On Incest Post. Income the experience of SE. This wasket if minney that will only induce more traffic and thus more policion. It will also make it harder to bite and wish in the area. Please consider community created attenumbous late finition-55 instant.	Sac Cerement #5
620	Carroll Rabatais			Do not wider/no build	MobilitySS Program Manager Tomory Alzego. Mobility State of the correct up as of the read-have more rights then the residents. This project will cost Audits the last westages of its history and and of the community.	Sec Communit #5
				Latent/Induced Demand Business/residential displacement	The proposed plan is a waste of money, more lanes have been proven not to change traffic lavels. The communities this demolshes are a vital saint of the cit. There should be a more environmental. Cublic trained and community conscious plan developed.	See Comment #25; See Comment #25
621	Carson Marston	5-01000	VOH	Business/residential displacement Do not widen/no build	he communities this demotishes are a visial part of the city. There should be a more environmental, public transit and community conscious plan developed. Places do not widen i-35.	Sau Corrent #21 Sau Corrent #5
021				Business/residential displacement	This will destroy local businesses and only increase traffic. We should be routing cars outside the only center!	See Comment #21
622	Carson Marston			Do not widers/no build	Fine a langiture Austin modernt. My feedback is to please do not expand 35 to 20 lanes, it should be no wider and no higher than it is body. Let's body of the for people not cars.	See Commut #5
				Caps/Deck Plazas	Secondly, Na's keep Austin a city and not a highway with a city around it. We need a full cap from lady Bund lake to airport blvd with the option for future caps to 290.	See Comment #42
				Reroute to 130	Faulty Transport purpor on any producty mode departs where for indeparts Transport purpor and producty mode departs where for indeparts Transport purpor and producty mode departs and product the form of the product the product the form of the product the pro	Section 15
623	Carter Edwards Casca Capulet	1/17/2023	Email Email	General support Business/residential displacement	Such Chamme Bing and Commissioners have just for security of the complete and the complete	See Comment #5 See Comment #23
024	Casca Capute	2/23/2023			These in an article that the 135 equinous might require blue Seets to be term close. That was the Trajector himset up with finding sharp account, or before a recoil. That was the Trajector himset up with finding sharp account, or before a recoil. The forci or servanting This become cover the piece, and where where can your pertia in register of this piece? Leave II share.	
ID	Commenter Name	Date Received	Source	Yopic	Comment	Response
625	Cassey Casper	2/8/2023	Email	General support	Due Claume Rings and Commencement. The commencement of the commencement of the control commencement of the contro	See Contracted 48
626	Casey Corless	2/4/2023	MyCapEx Website - Comment Form	Regional Connectivity	Suil a commuter basin from San Antonio to Audin priseas.	Se connet #1
627	Casey Mayer	2/10/2023	Email	General support	Our Claims Ring and Commissioners. This poll of Commissioners are the Commissioners and	Sea Controvers #S
628	Cassandra Taylor	i estima		Do not widen/no build	No hoof to Accept and expension as planned to 35 as it convertly stateds. This project will not not you are any shift first assess for neighborhoods near the interpolate for most likely will not solve the issues. This project will be any other that sound great fur in adulty next later hadron toose of each stream for assess that sound great for in adulty next later hadron toose of each stream for assess that sound great for indicately next later hadron toose of each stream for assess the ALL.	The Comment 45
				Lower Speed Limits	These lived right of 0155 for 23 years and our neighborhood streets will be aist less safe than they currently are. I still want to be able to have the 25 mph on neighborhood streets so they can be shared with Dileans, walkers and curr all place.	Suo Comment #395
				Community Alternatives	In a sking that basines study hilly and release those results on floormed. Autor. Method 35 and any other alternative plans that are hatched in near Mure. We have so many brilliant people here that if they can put their health appeture and visitions for skells can carrier to light.	See Communit 44
629	Cassidy Cox	fortune	VOH	Do not widen/no build	Learn many disequented in 2007's proposed. Fresh, need critical time 4.05 (Dances, Redmank, etc.), and 1007's equented by playeaugh, forther. (2007' masks to do more in terms of the environment having go and water go being fresh to delight for table the first facilities from the form formation from formation and the suits 3.55 everylys to get of 10°, date, 1.50 enoughing that 10°, the surface and on reserving or a specific, but proposal solution 4.35 in ord from the contract of the surface and the surface from a specific formation and the surface formation	Sea Comment 65
				Bury/tunnel	Instaud, highways are being sunk-creating new, valuable green space.	See Commant #25
				East/west connectivity	Section (s. COST lates saying have this project will increase facility first Correctionly which is clearly not a priority from this project because 1.COST and even funding the proposed caps.) but Easy West Correctionly would be set much before with larger caps is similar the full privary increase.	The Comment 650
000	annie trans	1/22/2023	A Coule Protect	Air Quality/Noise Regional Connectivity	Additionally, the project will create much more pollution that will simply sit above Austin thanks to the Coone inversion layer.	See Comment #34 See comment #3
630	cassidy kincaid	1/22/2023	MyCapEx Website - Comment Form		And would benefit me and to many other people who don't once can, we will an donesery flexic transportation emissions. Belongs are also wild promited for people who do not can, the people who to come can, the people who do not can, the people can be people of can b	
631	Cassie Thorbum			Do not widen/no build	Materials Progress Manager Transport Services Trans	Se Comment #5
				Public Transit / Multimodal Transportation	The enty way forward is a undistudes investment in public transportation options including tous and hight real. Anything date will have the city and make life some difficult for poor and disabled individuals to make throughout the city.	See Convent #13

632	Catherine	1/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	We want trains not more highways!	Sio comment #1
			Comment Form			
633	Catherine Chan			Listent/Induced Demand	Making 55 regions Manager Terminy Andrew. Our ToOL. As a manager of the special process as controlled process as controlled process as controlled process as controlled process. The special process as controlled process as controlled process. The special process as controlled process as controlled process as controlled process. The special process as controlled process as controlled process. The special process as controlled process as controlled process as controlled process. The special process as controlled process as controlled process. The special process as controlled process as controlled process. The special process as controlled process as controlled process. The special process as controlled process. The special process as controlled process as controlled process. The special process as controlled process as controlled process. The special process as controlled process as controlled process. The special process as controlled process as controlled process. The special process as controlled process. The special process as controlled process as controlled process. The special process as controlled process. The special process as controlled process. The special process as controlled process as controlled process. The special process as controlled process as controlled process. The special process as controlled process as controlled process. The special process as controlled process as controlled process. The special process as controlled process as controlled process as controlled process as controlled process. The special process as controlled process as controlled process as controlled process. The special process as controlled process. The special process as controlled process as controlled process. The	See Comment #18
				Air Quality/Noise	Secondy, I have suffered from eathmat my vertice life. Printion and eathmat are very closely life and activity \$1,000 has considered the pollution that will come from the construction, they haven't considered how much publisher will come from all the cash they're verticating onto the lightway, inclead.	Sai Commet #34
			:	Community alternatives	I seculd love to emulate screeting like the Chyle-Natures pain in balls. They have built a park over an existing highway where families can play, fixed trucks can generate revenue, and can can still pass. I understand that it more in codings, but a titled about my factor. If it like to be a mother one say, is sent my labble to grow up in a crythart feels safe, wascoming to the community, and labers to their constituents, but urgs you to please think of me, my fallow belowing the generation that if me made the use and possible of me, my fallow belowing the generation that if me made the use and possible safe that the community, and labers to their constituents, but urgs you to please think of me, my fallow belowing the generation that if me made the use and possible safe that the unit of the the unit	Sas Comment #4
634	Catherine Chiodo		MyCapEx Website - Comment Form	Do not widen/no build	In response to the summery of Induced Growth and Cumulative Impacts presented at the 2 0-22 Public Hearing for the proposed Modified Alternative 3 at Airport Blot: The claim that this plan will produce no cumulative impact a patterity urbox. If makes a receivery of	Sau Connect #5
				Latent/Induced Demand	The increased throughput that this project enables for non-local traffic, coupled with the Induced Demand in local traffic,	See Comment #18
				Air Quality/Climate Change	Ill inherently produce greater local pollution (that my child will have to breath), and greater climate impacts globally (that my child will have to live with).	See Comment #18
				Bike/ped safety	the process to claim that this project will have no cumulative impact, since increasing throughput is the stated purpose, and the pedestrian cyclet crossings are so negligently designed as to force even those of us strying to reduce our own impact back into vehicles just to cross the future 1-35.	See Comment #30
				Water Quality	In response to the plansy presented at the 2-0-23 Public Number for the proposed Modified Alternative 3: The unarraised intermalent their office the 18-0-20 Public Number of the County of the Section 18-0-20 Public Number of the Sect	Sea Comment #125
				Capsi/Dack Plazas	In response to the summary of this and Pediatrian Facility Features presented at the 2-0-23 Public Hearing to the proposed Modified Administra Size. It is responsible and register to SCOT Shake these Visible of instead and set date result for these existed depth shaded by the public of the season. It is responsible and register to SCOT Shake these Visible of instead and set date results from existed days be found by the public or of the season. It is not to the season of	See Comment #42
				Bike/ped safety	TXDet should be planning not just for motorised vehicles, but for all of the residents of the state of Texas that rely on foot and bicycle or other non-motorized transportation to traverse the 135 corridor.	See Comment #30
			ł	East/West Connectivity	In response to the plans presented at the 2-9-23 Public Hearing for the proposed Modified Alternative 3 at Airport Stvd:	See Comment #2D
635	Catherine Chicdo		MyCapEx Website - Comment Form		Table denotes the givening one paid for the collect all positions, and the collection of the collectio	
				Bike/ped safety	This allows up that it is disport that intermediate are classly not designed with the result of plantations or cyclins. Dright Perc (Data Interducing (PDV)) are optional for without it was but interest the production consists plant as supposing, convenience of exposure or processing in the plantation of the contract	Sac Comment #35
636	Catherine Clark	3/1/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	See Corresent #5
					Statistics to the state of the	
637	Catherine Gulley	1/30/2023	Email	General support	Dear Chairman Bugg and Commissioners: Their you for recognizing that 135 through Audit in a one of the most congested readway aggreets in the State of Teas. As this seriously outsided readway is different collect the Main Street of Teas, as I times should call for bold and decisive action to be selected mits or incide settled in influstructive into a readway that at a commorbate that in a promoting or incident that incident in the requirement of	See Comment #8
638	Catherine Palmer	3/6/2023	Email	Public Transit, Multimodal Transportation	MobilitySE Program Manager Tomory Alongs. Build a part of the first in the Go / the vestical of given over the led 20 years and we need it. Explaining a highway will count multiple years of bottle resolving because of construction. Please invest in more light and a second control of the co	See Contract #13
			MrCasEx Website -	Do not widen/no build	No. Aut no. Bigger roads integrance service. No. Author no. Bigger roads integrance service service. No. Author no. Bigger roads integrance se	Sac Contract 45
639	Catherine Tucek		MyCapEx Website - Comment Form	Recial Justice	This hours that 156 increased the could associate in the cit. Store of the country and find associated affect of the associate on the country of the designment that the Country of the co	See Comment #3
					to lock that 35 increased the road separation in the oil, She of the peak wen't heard by a tagger get and purvisioned getting of the property on the ead sale of 35 for development. But don't think Target is ming should in their deepy. They not you expected within they get that have deepy as.	See Comment & A.
				Air Quality/Noise	To bloom the monomental impact, an indexinged, it is believed the desert has set of IT Auth will have wrone pollution than it shready does. I believe it because my neighbor who less 3 blocks used of I Shakes are any pollution bear file and the set of I Shakes are any pollution bear file and the set of I Shakes are any pollution of the set of I Shakes and I Shakes are any pollution of I Shakes and I Shakes any pollution and pollution of I Shakes any pollution and I Shakes and I Shakes and I Shakes any pollution and I Shakes	Sea Communit #34
640	Cathy Coneway	1/11/2023	Email	General support	Date Chairman Bugg and Commissioners: Their you for exceptioning that 155 through Austin is one of the most conposed reading spent in the 20st of feasi, As this servoiry notioned readings in the control of the 150 through Austin is one of the most composed readings spent in the 20st of feasi, As this servoiry notioned readings in the control of the 150 through Austin is one of the most control of the 150 through Austin is one of the 150 through Austin is one of through Austin is one of through Austin is one of the 150 through Austin is one of the 150 through Austin is one of through Austin is one of the 150 through Austin is one of through Austin is one of the 150 through Austin is one of through Austin is one of the 150 through Austin is one of th	See Comment #8
	Corresponder Name	Date Bareired	Source	Treir		
641	Cathy Consway	Date Received 1/19/2023	Source	Topic General support	Date Chairman Bugg and Commissioners: Think you for recognising that 1-35 through Austin is one of the most congested nedway segments in the State of Teass. As this seriously outsized readway is other	Nagonies See Comment #8
					Comment Alter Chammes hagged Commissioners. Thank you for recogning that 155 frough leads in a see of the most companied reaching supposeds in the State of Texas. As this seriously addited coaching as other coaching Name Shower of Texas, as Towars should coal for that see decides action to transform this critical should definitely coaching name with a commentation the required immense grown as are operated by an appearance of the required immense grown as are operated by a Coaching. As are string dealy to appear any operation appear for the 155 Capital Express. Centred design as proposed by TCOCT. This kyou for your consideration of this request. Texas has fisted Commission Information Road Briskings Services.	
642	Cathy Tuttle	3/7/2023	Email	Do not widen/no build	Nation(25 Program Nanager Tomay Strapp). There is much need to all the communities sizing the foreasy for safer local register/stood stream. Pertry of jobs. Lock spend the money where its needed, not on foreway expension filterity you	Sa Commet #5
643	Cecelia Raker			Do not widen/no build	We feet That CI. As community-invalid in Life propose expending 135. This is a more between 2-gent traffic filled light-legs are us thing of the past, and we should be immodeled toward the filled between 2-gent traffic filled light-legs are us thing of the past, and we should be immodeled toward the filled between 2-gent traffic filled light-legs are should be immodeled toward the day, see that it described to gent organization. Thanks for dang real work to find better solutions.	See Comment #5
				community atternatives	an should be invalided for the profession to one of the profession	See Comment #4
644	Cécile Fandos	Soliens		Reroute to 130	Leave our City atomit Build a highway ARCUND Austin if you want to keep focusing on roads.	See comment #3

				Regional connectivity	But when are we going to see things that actually help alleviate traffic congestion like more raincads? I can't believe that we are still not there yet in 2023 with our State continuing to experience exponential growth.	Sae comment #1
645	Cecilia Hogan	3/6/2023	Email	Parks	ModifyES Program Manager Terrory Arrago, the concern with the US expension as the patential loss of green Spanse. I expecially don't work to lose any of Fedinal Beach Food French or the community genden or any of Christop park.	Sau Comment #150
646						Se Connect 65
646	Cecita Laseter		MyCapEx Website - Comment Form	Do not wider/no build	Specified (35 is a very rependency very short term fix for our congestion and bisroportation issued 100 YeST support expending (35), but if it if giving to looper dispote the citizens wishes, we inhould, at the very least, ensure plans include more pudestrian-friendly wessi (copy) all the way up to 5 or 50.	Sea Comment #5
				Latent/Induced Demand	Studies have allow that expanding markeys temporarily decreases congesion but the decreased congesion leads to increased demand and the nadway becomes more created than it originally seal. Let's work on real, long-term public transportation solutions for our growing oils.	Sas Comment #18
647	Cecity Foote			Do not widen/no build	Mobility\$5 Program Manager Transmy Aragin. If you want has a man from 1-20 in Transm Aragin, using it reserves you of yor fine. Before I could drive, the inflamour reads on fined respond and installand, dependent on my pureries to give anywhere. Once I had a license and a set, the inflamour license and a set of the s	Sec Comment 45
			-	Public Transit / Multimodal Transportation	Audinites have shown over and over again in our local elections that we want better choices for trained, bibling and walking	See Comment #13;
				Community Alternatives	I strongly support PetrianSS's boulevant proposal.	See Comment #4
648	Celeste Padilla			Do not wider _l /no build	We had THOST. Supporting CSD and the Springers in Autor) and the right make to take. Audin has manneraged por out managed at all the spoid growth. These exposessor places will create a growt, took, small, box, since managed purintly strend it is effected in being strong.	So. Connect 65
				Racial justice Public Transit / Multimodal	155 was prochy designed in the beginning -effectively separating White Austin from Black & Brean Austin. These plans will only serve to further the diode of East and West Austin. The been here fir 33 years, and as the city gives and traffic excessers, Austin did nothing, Put more principle to besset have fir 33 years, and as the city gives and traffic excessers, Austin did nothing, Put more principle to the put of	See Comment #3 See Comment #3
				Transportation	NET LECTURE ALT DIAS MODES (FORM THAT CLAIR IT, DAVIT).	
				Do not wider/no build	Over Text COS starts. These, to for Starting for Storts to times may commone, Month of the points made have are not new to you an 'invest them's from new the last searn's part or an a monthor of the Towas Probase of Representations and callingly engaged with you or toward. Early search of 1955 bed assets I not representations for several or continued part distinctions of the property of the search of the property or a subsequent part of the property of the search of the property of the property of the search	Sea Contract #5
			-	Air Quality	At quality in an environmental review in which you are doing your one self assessment and 1071 ending this is USDOT for review, I would hope you were planning on giving above and begind with air quality assessment. It is fallfully to see you research that with more limit and connection, even after connection. That or are quality will not ensure. One this lock line years wire seen studies aboveing our are quality worses, nor shutder in because with non-timedering and children's admires. There is a direct report to polic beach may be used to be a proper planning or an expense of larger and children's admires. There is a direct report to polic beach and is again you will not be a proper planning or proper plan	Sea Construct #558
				Water Quality	Water quality. I'm bearing more and more concerns about direct runoff into the source of our drinking water. Let's be the bestiff other projects don't do this list's be the one to say we did. With more severe weather events we should unstopped fooding that admisses outpute and treatment of this nursef.	See Comment #125
649	Celia Israel		MyCapEx Website - Comment Form	Reroute to 130	Alternate notice - with my leadership and the heigh of former State Senator Kirk Walson, the legislature passed the pilot programs to look at removing the lobs for multi-sake whichies to encourage them to ustile settlice). The reviews were most, in excess one most with the settlice of the senator in the form of the disease of the senator in the senator in the form of the disease of the senator in the senator in the senator in the form of the disease of the senator in the senator in the senator in the form of the disease of the senator in th	See connect #3
			Comment Form	Lower Speed Limits	Sulfey - Special and districted driving continue to cause doubt not severe eliging to be retained to the continue to the conti	See Comment #395
					Let's let this highway be a beacon to sefery around the country.	
			-	Public Transit / Multimodal Transportation	Takes provided, Water since of which care with one should, and all more provided of an all somes the ground general stage part of an advantage of the ground to should, and a more provided provided of the should be advantaged on the ground to should be advantaged t	See Commun (#3
				Recial Austice	Correction/Equity -1 below we should engineer a longer bayon's to connect fast and Wast to one another and repair the damage of the paid. We should be able to engineer that carepox and loak to PCS as a model for for owe can incurrented be the occurrent about safety, equity and building community. Hattering in the build are asset that could be build and occurrent about the connection and the building and the same of the sa	Soc Contract #3
650	Cesar Acosta			Do not widen/no build	Note 15 City and Express Control. As 15 City point (press, Could The Commental Impact Statement. Suit Control Trans. Addition and other School Software Commental Impact Statement. Suit Control Trans. Addition and other School Statement Could Commental Impact Statement and for the attempt to consider the vision of meaningfully considering meaningful alternations in the ES process, including the study done by the statement of the Control Trans. Addition of the Control Trans. 18 the State Statement Could not be suited in the Statement Could Country Co	See Comment #S
			-	Community alternatives	Thought the National Environmental Protection Act regional food to meaningfully consider manningful attentions, but that appears not to have been done in this due 100. There is clear community assport for some this helpholds and florences. Asset proposals, including vironizations of elected efficiency assigned for surroup creative manningful attentions. While the 11 kindy was interesting, it is no way in a replacement for formingly invaling fellowlish and florences. Asset in the 65 and 100°C failed to provide any reconsists argument for any for elected to manning glid provider flows absorbing.	Sec Comment 44
651	Chad Baldwin	2/8/2023	Email	General support	Our Charmon Mag and Commissioners. In this paper of commissioners and the first composited randomy segments in the State of Team. In this entrology auditories receivery in white called the Main State of Team, all Teams should call for total and decoiver for the first and decoiver for the state of the first state of	See Consented 48
652	Ched Marsh	2/7/2023	Email	General support	Due Chairmen Bogg and Commissioners: These you for recognizing that 1-55 through Audin is one of the most congusted madesy segments in the State of Texas. At this seriously addited madesy is other coaled by Made Device of Years, at Texas should call be had seed decisie action to the seriously made that is commodated the report and imminise growth we are experiencing in our great States. According, it is writing body to expensive opposition possible support for the 1-55 Early Proposed for Texas (and Early Independent Texas (and Early	Sus Comment #8
653	Chad Michael Sies	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Nells, I am a San Artonian in support of building a rail metook between San Artonia and Austin.	Secument #1
654	Chad Miller	3/1/2023	Email	Do not widen/no build	Michigation Manager Terring, 100 pp. 15 miles (1990);	See Comment #5
655	Chied Nordby	2/22/2023	Email	Community alternatives	The International was also as to a security or companies of the properties of the pr	Sea Comment #4
1D 656	Commenter Name Chad Petro	Date Received 1/27/2023	Source	Topic General support	Comment Dear Chairman Bugg and Commissioners: Thank you for recognising that 135 through Austin is one of the most congested non-lowy segments in the State of Texas. As this seriously cubinded readway is often	Responses See Comment #S
					Succious bigg and Commissioners. Note you for recognizing the 15 St Frengh Andre is see of the nost companie causine agreement in the State of Flance. As the services institute causiness and the services and the services in the State of Flance. As the services in the State of Flance. As the services in the State of Flance is a flance in the services of the services and the services in the State of Flance is a flance in the services of the services and the services of the services of the services of the services in the services of the se	

657	Chandra Mugunda	1/27/2023	Email	General support	Duar Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas. As this seriously outdated roadway is called the Commissioners: Thank you for the Commissioners of Texas. As this seriously outdated roadway is often called the Commissioners of Texas. As this seriously outdated roadway is often called the Commissioners of Texas. As this seriously outdated roadway is often called the Commissioners of Texas. As this seriously outdated roadway is often called the Commissioners of Texas. As this seriously outdated roadway is often called the Commissioners of Texas. As this seriously outdated roadway is often called the Commissioners of Texas. As this seriously outdated roadway is often called the Commissioners of Texas. As this seriously outdated roadway is often called the Commissioners of Texas. As this seriously outdated roadway is often called the Commissioners of Texas. As this seriously outdated roadway is often called the Commissioners of Texas. As this seriously outdated roadway is often called the Commissioners of Texas. As this seriously outdated roadway is often called the Commissioners of Texas. As this seriously outdated roadway is often called the Commissioners of Texas. As the Commissioners of Texas. As the Seriously outdated roadway is often called the Commissioners of Texas. As the Commi	See Commant #8
					Accordingly, I am writing tools to express my corpitate support for the 135 Capital Express Central disease as proposed by OVIC Training you for your consideration of this	
					request. Chandra Mugunda	
658	Charisse Bodisch	2/7/2023	Email	General support	Due Chairman Bugg and Commisconers: Thank you for recognizing that LSS strough Audit is one of the most congested nadeway segments in the State of Teasa. As this seriously additional nadeway is often called to Mark Street Census, at Eleman should not affect bed and calculate action to search or miscrobins than a making with an all accommission than again and and minemas great has an experiencing in our great State. According, it is mertigous to present processing experted in 1925. The state of this serious and the search of this serious segments are separated in 1925. The species of the second or fine serious according to the serious segments are processed in 1925. The species of the second of this serious segments are separated in 1925. The second or fine serious segments are separated in 1925. The second or secon	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this	
					request.	
659	Charlene Heinrich		Email	General support		See Comment #5
659	Charlene Heinrich	1/30/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Texas. As this seriocally outsined readway is often called the Main Street of Texas. All Texass should call for bold and decisive action to transform this critical stretch of infestructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Correnant #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxD0T. Thank you for your consideration of this request. Sent from Charlene's iPad Pro	
660	Charles Betts	1/31/2023	Email	General support	Date Chairman Brigg and Commissioners: Thank you for recognising that 155 through Audin in orned the most congound makings apprection in the Solid of Teas. As this seriously addined readway is then called to Made Stever if you will also should call from the Made Stever if you will also should call for the Made Stever if you will also should call for the Made Stever if you will also should call for the Made Stever if you will also should call for the Made Stever if you will also should be provided in the Made Stever if you will be provided in the Made Stever if you will also should be provided in the Made Stever if you will be provided in the Made Stever if you w	See Contraint #S
					called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.	
					Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TXDOT. Thank you for your consideration of this request.	
661	Charles Cochran	2/8/2023	Email	General support	Dear Chairman Bugg and Commissionars: Thank you for recognizing that 1.55 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is other called the Main Shreet of Texas, all Texams should call for beds and decisive action to transform this critical sheets of infestivution into a readway that will accommodate the ripid and immense growth we are experiencing in our great State.	See Contraint #S
					called the Main Sheld of Teops, all Teophs should call for bodd and decisive action to transform this critical stretch of infestructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the ISS Capital Express Central design as proposed by TxXXVI. Thank you for your consideration of this	
					Accordingly, I am writing coasy to express my companie aupport for the I-35 Cupral Express Central design as proposed by I XUUT. I mank you for your consideration or time required. Self-from my illinois.	
662	Charles Davis II	3/6/2023	MyCapEx Website -	Bury/turnel	There is a historical movement in mid-stated and several major materopolitan seasa to cover over existing highways instead of expanding lanns in exposed highway construction. These movements are primarily motivated by the need to munage health issues associated with heavy traffic areas, as well as make a city without therefore more highle). I know that Austin will have to deal with more traffic as it grows, but this will require rethinking its	See Correint #25
			Comment Form		motivated by the need to minnage health issues associated with heavy traffic areas, as well as make a city walkable (and therefore more livable), I know that Austin will have to deal with more traffic as it grows, but this will require rethinking its street system as whell, not just expanding one thoroughter in the city.	
					Mobility35 Program Marager Tommy Akrego, Expanding 135 to 20 lanes with cost, make buffic better. In fact, it might actually make it worse, (as seen with the Mouston karly freeway) https://inforestingengineering.com/video/heres-why-traffic-congestion-happens	See Corresent #34, See Comment #125
663	Charles Edwards	3/7/2023	Email	Air Quality/Noise, water quality	C0PPOSE 1-35 EXPANSION. Highway expansions will worsen air and water quality for Austin. 10 years of construction for a few years of congestion relief is NOT worth it. I am For building public transit.	
1	James Landres	4,1,233	Lines			
	1	<u> </u>				
664	Charles Frederick Leonard IV		MyCapEx Website -	Do not widen/no build	Please don't expand 135. More larses beget more traffic and the whole thing is a blight on the oby.	See Comment #5
			Comment Form	Bike/ped safety	If it absolutely must be done, please provide more pedestrian friently crossings to improve general mobility and accessibility for the residents. In particular, a cap on 51st would really benefit our	See Comment #30
					INIQUISORISCO.	
		4 100 100 100		Books and a second		
665	Charles G	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	The key to getting less congestion is getting cars off the road, NOT expanding our already lockrous highway/feeway system. Transit rail would do wonders in not only easing traffic, but also in reconnecting our communities, protecting our environment, and reducing motor deaths. It's a worthwhile investment.	See comment #1
1	1					
666	Charles H Zelade		Phy	Do not widen/no build	This 'meeting' isn't. It's propagands. I totally oppose this plan. I don't want my tax dollars going to this project. It bothers me that the reasonable / logical technical solutions is blocked by bureaucratic	See Comment #5
			sica		nonsense.	
			Co			
			mm	Reroute to 130	Thru and truck traffic should use 130 - make it F35, out through the bureisucracy blocking this.	See comment #3
			w/ii		MobilityS Program Manager Tomory Grapp. Jam writing to service any sorting apparation to Mobility pains to separated 155. Jam writing to service any sorting apparation to Mobility pains to separated 155. The service of the service and	See Comment #3
1	1				I am writing to express my strong opposition to TxCot's plans to expect 135. Furthermore, a bederend would be the dedress contractant in issues of necessity in our cit. By providing better transportation exists for all residues, restantiacy of increase or in mode residue and residue of the contractant in increase of necessity in our cit. By providing better transportation exists for all residues, restantiacy of increase or in mode residue and residue of the contractant in increase of the con	
					is particularly important in light of the disproportionate impact of highway construction and expansion on low-income communities and communities of color.	
				Racial justice	In conclusion, I urge TxDxt to reconsider its plans to expand I-35 and instead embrace the vision of a bodewird that will improve mobility, enhance our environment, and promote greater equality in our city.	
				Latent/Induced Demand	While I understand the need for improvements to our transportation infristructure, I believe that expanding the highway will only exacerbate the existing problems of congestion, pollution, and inequality in	See Comment #18
667	Charles Harrison				Table information the rest in responsation that is expectation information. Linker that executing its higheapy of only superhalts the entire position of an engagine, politics, and respective to one politics present the control of the execution of the expectation information in the execution of	
					ten on Chapter Designe business. The per Capter Designe business would be a better option than expanding the highway. First and foremost, it would reduce congestion by providing more transportation options and reducing the number of cars on the road. It would also	
					improve air quality by reducing emissions from diling cars and trucks. Additionally, it would promote economic development by creating a more attractive and watermined and retring continuous and residence action.	
					•	
				Community Alternatives	Instead, I urge TxDst to consider an alternative plan to turn I-35 into a boulevand, following the Rethink35 plan. This plan would involve transforming the highway into a tree-lined, pedestrian-friendly street	See Correnat #4
					Indeed, I upp 1Dot to consider an alternative plan to born 155 rise a bookered following the RebainSS plan. This plan would make transforming the lightway rise a trea-fined, pelastrian-friendly street, with bit less, but less, and declarate spaces for author cafes and shops, Such a bookered would improve mobility for all modes of transportation, while also restring a more health and vibrant community for the residents who be and work in the area.	
668	Charles Ozuna			Do not widen/no build	Admitist's Program Manager Thomas (Sanger, Thomas (Sanger), Thomas (Sanger	See Comment #5
					emphasis on public transportation and am completely in favor of the plan pur fourth by Rethink35 plan. Once again i am completely against TxDDT's plans to expand I-35, not to mention the destruction of local businesses and areas that would have been public transportation and am completely in favor of the plan pur fourth by Rethink35 plan. Once again i am completely against TxDDT's plans to expand I-35, not to mention the destruction of local businesses and areas that would	
				Latent/Induced Demand	Highway expansions do not help elevate the congestion and traffic within cities. One only has to look to Houston to see that adding entra lanes and expanding highways does nothing to fix the terrible traffic that Houston experiences	See Comment #18
669	Charles Pless	1/31/2023	MyCapEx Website -	Regional Connectivity	I feel the rail network would be nicer the economies of both cities, reduce traffic and maintenance costs along L35 and prepare the area for population increases.	See comment #1
			MyCapEx Website - Comment Form			
L_	<u> </u>				1	
670	Charles Roeckle		MyCapEx Website - Comment Form	Do not widen/no build	The proposed operator of trioration rightway 25 is not recreasely appealed not of all largest of storagest convey, money that details be discord to recessive preparation to materials and improve the storage of the control of the co	See Comment #5
			Comment Form		the comparison of the proposed scheme that will benefit no one but the comparison of the proposed scheme that will benefit no one but the comparison of the proposed scheme that will benefit no one but the comparison of the proposed scheme that will benefit no one but the comparison of the proposed scheme that will be need to be proposed scheme that will be need to be need	
				Business/residential displacement	The proposed changes will unnecessarily displace businesses and hones	See Comment #21
				Air Quality/Noise	and will do vest and unnecessary damage to the environment.	See Comment #3-4
				Reroute to 130	An obvious solution to the problem of traffic on H35 in Austin is to remove the toll on Highway 130 and induce through-traffic, especially trucks, to use Highway 130 to bypass Austin.	Se carreet 13
				mercuse to 130		
	Charles				Dear Chairman Bugg and Commissioners: Thank, you for requiring that 155 brough Austin is one of the most congested readway segments in the State of Texas, 48 this seriously custified readway is often called the Main Street of Texas, 48 Texans should call for bold and decisive	See Commant #8
671	Charles	2/13/2023	Email	General support	Training you for incognizing train 1-25 betroopy. Assistant on an element of the second part of the second p	
0/1	Wolcha	4/43/2023	LIMI .	and	Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
	rosky				1	
672	Charles Zelade	3/7/2023	Email	Air Quality/Noise	MobilitySS Program Manager Tommy Aznego, New studies indicate that vehicle enrisations are even more harmful that thought now. What will be done when this short-eighted project no longer complies with allowed pollution levels?	See Comment #34
					agents and configurate and a reason and can are affect to refer to refer and an account honoral sately.	
673	Charlie Herry	2/23/2023	MyCapEx Website -	Do not widen/no build	The control of the control to the control of the co	See Comment #5
6/3	Crume nearly	2/23/2023	Comment Form	Jo not widerlyno build	This project will increase traffic and be a giganic waste of money. Turning austin into a construction zone for the better part of a decade will hurt our only in the long term. The hundreds of businesses and hornes impacted by this construction should be our top concern. Smaller, operational improvements could make it 35 more efficient and safer rather than a full reconstruction which adds lances and therefore more traffic. I hope TxDOT issues to	AND LOCATIONS WAS
	1				its constituents who have spoken loudly and clearly against this project.	
					Email: 135 Capital Express Central Project Team:	See Comment #18
					Please Ind withdrift in efficient Trivins County Commissioners Court contraints approved unarrenessly at its Intervally 28, 2023 Voting Session to be included in the Public Comments for the I-SS Clapital Express Central Project Draft Environmental Interval Statement. Thank you for the coordination comments on this improved contracts contact without a public County	
					Please fine distanded the efficial Evans County Commissioners Court comments uponed unaminously at its Parkinary 28, 2023 Voting Season to be included in the Pater Comments for the 33 Capital Express Central Project Draft Environmental Impact Season. The complete PDF is located in the public hearing summary, appendix PThe 135 Capital Express Central Project should ensure that 135 Central in designed and built in a way that does not preclude adding additional connections and additional.	
					Passe Into Establish See Street See See See See See See See See See	
					This bill that faith the filter lives (but four lives to the comment of the comme	
					Name that distinct his effour host boat (and primatewase boar instructions) and in the strainty 24. 2022 Voling agreement has reclaimed in the strainty 24. 2022 Voling agreement has reclaimed in the strainty 24. 2022 Voling agreement has reclaimed in the strainty 24. 2022 Voling agreement has been designed in the strainty 24. 2022 Voling agreement has 50 contrained in the strainty 24. 2022 Voling agreement has 50 contrained in the strainty 24. 2022 Voling agreement has 50 contrained in the strainty 24. 2022 Voling agreement has 50 contrained in the strainty 24. 2022 Voling agreement has 50 contrained in the strainty 24. 2022 Voling agreement has 50 contrained in the strainty 24. 2022 Voling agreement has 50 contrained in the strainty 24. 2022 Voling agreement has 2022 Voling agreement ha	
					Takes 13.0 Separat Common Comman Pages of Takes. The company of the section of the comman Pages of the Comman Report of the Comman Rep	
					The I-35 Capital Express Central Project should conduct a study of existing and future particulate matter 2.5 (PM2.5) in the I-35 condor, with monitors placed directly adjacent to the highway and throughout the region. PM2.5 is a significant public health threat. Children and the elderly are expecially vulnerable. This study should specifically analyse existing and future PM2.5 at schools and elder care facilities within 2 miles of I35. This study should be included in the final E15 and	
					The I-35 Capital Express Central Project should conduct a study of existing and future particulate matter 2.5 (PM2.5) in the I-35 condor, with monitors placed directly adjacent to the highway and throughout the region. PM2.5 is a significant public health threat. Children and the elderly are expecially vulnerable. This study should specifically analyse existing and future PM2.5 at schools and elder care facilities within 2 miles of I35. This study should be included in the final E15 and	
					Place that distinct the artifact from Earlies from Section (Section Control Co	
					This 35 copilat Express Central Project should conduct usdays of entiring end force particulars makes 2.5 (PM.25) in this 35 contribut, with monthers placed density adjuscent to the highest and through confidence of the project and the project months of the projec	
674	Ozaria Wurta			Air .	This 35 copilat Express Central Project should conduct usdays of entiring end force particulars makes 2.5 (PM.25) in this 35 contribut, with monthers placed density adjuscent to the highest and through confidence of the project and the project months of the projec	
674	Charlie Wutts			Air quality;Climing Change	This 35 copilat Express Central Project should conduct usdays of entiring end force particulars makes 2.5 (PM.25) in this 35 contribut, with monthers placed density adjuscent to the highest and through confidence of the project and the project months of the projec	
674	Charlie Wutts			Av quality/Christ Olangis	This 35 copilat Express Central Project should conduct usdays of entiring end force particulars makes 2.5 (PM.25) in this 35 contribut, with monthers placed density adjuscent to the highest and through confidence of the project and the project months of the projec	
674	Charlie Wats			Ar quality/Const Olange	This 35 copilat Express Central Project should conduct usdays of entiring end force particulars makes 2.5 (PM.25) in this 35 contribut, with monthers placed density adjuscent to the highest and through confidence of the project and the project months of the projec	
674	Charlie Wats			Ar quality/Consel Change	This 35 copilat Express Central Project should conduct usdays of entiring end force particulars makes 2.5 (PM.25) in this 35 contribut, with monthers placed density adjuscent to the highest and through confidence of the project and the project months of the projec	

						_
					The 135 Capital Express Central Project should conduct a study of existing and future air pollution in addition to carbon monorable (10). This study should also include minisgen oddes (NDL), which causes Convex, save will a orbit pollutant better depropulation. Are pollution represents a significant public health future. This study should specifically analyse existing and future air pollutant levels both or adjustent to the highway and across the	
					The 35 Capital Express Certifical Reprise Repr	
					(EVs). The expected profiferation of electric vehicles, as cutined in the draft ES, are not guaranteed to reduce overall pollution from traffic. Publishion from traffic. P	
					and inform this project moving forward. The 193 Capital Express Central Psyces should mitigate future air pollution. This expansion represents 42 lane-miles of added highway capacity. This will lead to an increase of 320 million vehicle miles driven every year, burning the equivalent	
					of 17 million more gallons of gascline every year, and generating 150,000 tons of CO2.	
ID .	Commenter Name	Date Received	Source	Topic	Comment	Reponses
675	Charlotte Davis	3/7/2023	Email	Do not widen/no build	Mobility's Program Manager Tommy Abrelo.	See Comment 5
		3,1,2323			If you are reading this, you can make a difference. You may think you're only one person and your actions don't matter but they do. You likely know that we are in a deep climate crisis, and that adding larses to consisted highways will make it	
					worse, and will only very temporarily make the congestion better. Think of your children, or the generation of children coming after you. You can be on the right side of history by rejecting the lies that's been sold to you that expansion is the only way. What will you tell those children when they ask you what did you to make the property of the	
					do to make their world better? Will you fight for them? Will you use your voice and your power to do good, or will you ignore their voices and just do what's easy? the brave.	
676	Chase Lee	2/11/2023	VOH	Do not widen/no build	Don't expand at all and if you do don't expand north of ISS	Sectionment 65
0.0	CHANG LEE	2/12/2023	VOII	DO HAL WARRY HO DANS	Constitution and an area to produce don't suppress about to 1.50	Jan Controller 2
677	0			Do not widen/no build	W-POST-POST	Sections 145.
611	Chase Comes	(40,000		Do not wider/no out o	Dear TXDsiT & elected officials.	Day Contract #5
					Recornect Assists and Rethink 35 need to be re-approached, restudied, and researched from the ground up with the people that live here and visitors in mind. As we know, people are heavily considering lessing Austin in drows and a new highway	
					Please, do better. Chase	
						See Comment #13
				Public Transit / Multimodal Transportation	Make sheard is the only autoform to the problem for buding through the shalf-beduches that currently exist and finise traffic projections. The law paying vaters of this area great day demand cycling, waiting, and make translateduches. As it destined, this project will bearing decruring enro-cur transportation. All actions, this project will bearing decruring enro-cur transportation. All actions, this project will bear the second production of class. I sent call the pleasest waiting, being, and public transportation options. I wait act currently that the attractives too for feed second confidence.	Day Contract #15
				Transportation.	nt constitut, una project vier reviewy uducoracy en constitut in collect. Vier constitut in constitut in constitut in constitut in constitut in constitut in collect. Vier const	
					The state of the s	
					Para Parisman Bust and Parasistance: Thank on far connection that 196 through Audition on of the post-content and account of the Post-of Years to this content on the Post-of Years to the Post-of Years to this content on the Post-of Years to the Pos	See Comment #8
					Does Charmon Ragg and Commissioners: There you for exceptioning that 135 drough hadden as of the most compated markers pagented in the base of these. As this services, and an extract an e	
678	Chase Easley	2/7/2023	Email	General support	Totalor Markes NPAMBK	
3.0	Cread DISNy	2, ./2023	Little	and adjust	and the state of t	
				Do not widen/no build	MobilitySS Program Manager Tommy Abrego, i am a resident of Creastview in Austin, TX.	See Comment #S
					I OPPOSE TXDOT's plans for 135 and I OPPOSE expansion. I don't want to use an intenstate highway for my local trips.	
					s expect TiGOT, Austin City Council, and other representatives to staind up for me.	
679	Chase Easterling			Community Alternatives	I am FOR the Rethirts I-35 proposal including ideas like redesignating another highway such as SH-130 as an intensiste, a boulevand going through town and a public transificat project.	See Comment #4
					TACOT's process in this project is flawed: It ignores induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of fineway removals, and its unific modaling is flawed. It silves the city of Austin needs to increase density and docrease motorized traffic for the health of its citizens. That is made more difficult by further dividing it by a massive fineway that will induce more shift to the further pile to div.	See Comment #18
					Induced Demand is the biggest enemy of creating walkable, economically vibrant communities. Histway expansions DONT work. They worsen condestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation	
				Latent/Induced Demand	options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it.	
680	Chase Easterling	1/14/2023	MyCapEx Website -	Do not widen/no build	I weltermently oppose the separation of the ISS cornidor through Austin. Countries studies have shown the effects of induced Demand via road expansion, which would lead to more traffic in the city and	San Comment #5
			Comment Form		interesting oppose the experience of the 50 critical transpl builds. Contract studies have deem the defined of factord Street of used opposes, with shade build to the real street in th	
681	Chelsea Acres			Do not widen/no build	Services connect as an offshoot. Mr TxDOT TxDOT,	See Comment #5
					We Light TriCC! Tagging expedited by 35. Each end or complete photoid bit stated every 1,4 min. Each end or complete phot	
					The Control of the Co	
				Air Quality/Noise	Explansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; healt island impacts; and crashes.	See Comment #34
				Community alternatives	I don't want to travel around Audin on an internate highway, whether in a car or by walking or bicycling, I want safe, pleasant, and walkable and bikeable streets. I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.	See Comment #4
					Intended Shappens between Transports Transports (and the second second of 155, till only) regions 1500°F surrent repartment panes for the highway 1 bits its pain's sended for the excession second of 155, till only) regions 1500°F surrent repartment panes for the highway 1 bits its pain's sended for the excession second of the bits of the selfs paint for the selfs	See Comment #20
					I arm a resident of Austin, and I live about 1.5 miles from the central section of I-35. I strongly oppose Tx001's current expansion plans for the highway. I think they're terrible for the environment, terrible for the city's public health, terrible for property around the highway. Decades of resistent have shown that expanding the highway will not solve long-term congestion crobbens. Moreover, in makes are alreade-difficult highway cossing even more whatever in white movies.	
				East/west connectivity	of transportation. Some of the pedestrian and bicycle crossings are truly hencous, in addition to forcing people to cross a loud, huge highway as it guists particular matter into the air. Moreover, it makes an even deeper scar out of Austin's historical segregation lines. Why keep replicating historical wrongs? Austin should be reconnecting these two halves, not making it more difficult to cross. Please—please—reconsider the plan to expend 435.	
682	Chelsea Burns				I am happy to talk more about any of this—thank you for considering.	
				Community alternatives	ideally, I'd like to see it removed. Having lived in two chies where the centar-city highway was removed (Phothester, NY and Boston, MA), I can sell you that it is transformative to the community in a good way. Visitors and residents allke are excited to be downtown in a way that centers people rather than cars.	See Comment #4
683	Chelsea Gomez	3/7/2023	Email	Do not widen/no build	MobilityES Program Manager Tommy Atrago, It's been proven highway expansion dosen't work and worsen conglection and air quality. We need more public transportation and bike laines not highways.	See Commant #5
684	Chelsea Lake			Do not widen/no build	scanning To groups though Tomory Engine. The contract of the c	See Comment #5
					commercusion wind new countrigs, we do not need alrother addition for their downfait. With all of the new residents and their homes, we need a faster way to travel.	
					The green for more revenue for the coty has grown ever the years, and it's not being given back to the community. The community has been giving great points, I think it's time you all listened.	
				Community alternatives	Tailficitudil is the lease. Most of the highway in Audio turn into a toll road, even ntill inside the city, You've forcing the people on to the main roads, preventing them from accessing their destination quicker, implementing a reve lease, to prevent drives from grang under a cartial speed companied to the limit on the readelpush has proven difficient in other areas, other critics. This would allow traffic to move legisters, reader than to the plant his popular wide to the other throughout the province and province and province that the state of the province and province and the province and t	See Comment #4
				Bally Touris 111 (1)	Per Adic samport is another option, whether that's updating the trains and boses we do have or screeting else worth booking into. All great large crises have good public transport, and I field as if wire been left belief.	See Comment #13
				Public Transit / Multimodal Transportation	rouse exemptor is amorner option, whether trains and tiples and buses we do have or something else worth topsing into. All gives targe others have good public trainsport, and it feel as if we've been light behind.	See Corrent #13
685	Cheri Courtney	2/23/2023	Email	Reroute to 130	M-POOLEOU.	See comment #3
VBS	Crieri Couraney	4/43/2023	Lines.	resoure 10 1.3U	In LOCAT LOCAT. In a pagasant the requirement of MSS because it will deplace so many individuals and businesses, and situally bring more hardle instruction. In these always brought 350 should be few and 35 stated, it makes much more senses to send thatful. amound the cop., just like the loops on most every other only in Americal Please opened our fax diffuse on something more important than this indicatous idea.	
					To complete an interference and an interference interest deletes are not containing these interference and interest and in	
686	Cheryl Degan	1/31/2023	Email	General support	Dear Chairman Bust and Commissioners: Thank you for recombined that I 35 through Audin is one of the most consented readway segments in the State of Tease, As this seriously outglown warhous in when	See Comment #8
	and a congress	2,2,2023		and adjust	Date Chairman Bogg and Commissioners. Think you for recogniting that 155 through Audin is one of the most congound readway agrients in the State of Teas, at this seriously outsided readway in other control or the State of Teas, at this seriously outsided readway in other control or the state of Teas, at Teas, at Teas, as Teas, should not for took and accious action to transform this orbital series of inflamentumes into a readway that all accommodate the region and or inflamentage point was are experiencing in our great State. Accordingly, it was religiously to report any complex support from 145 SEQUIP before Central delays in a proposed by 160°C. These purpose by the Ord Teas, and Teas, but for your description of the request. Central Great and the second of the request. Central Great and the second of	
687	Chet Morrison	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outstand readway is often	See Comment #8
		1			Date Chairman Bugg and Commissioners: Their you for recognizing that 1.55 through Audin is one of the most conjected modeley suppress in the 2xis of Texas, As this services denoted modeley in other castle in the State of Texas, as I times about on all for total deal decision as action to the under on the control services of influentations in the same share plant and accommodate the region of the same plant and accommodate	
	1				nequest.	

688	Cheyenne Weaver	3/7/2023	Email	Community Alternatives	We Incold Tools. Agreeming 15 or America Aug. 1 and only secure harding planning more care secure to the dry own and make the conder more attractive are made for long facilities (it will add at exemptions amount of publishes and factors driven the conder more attractive, are made for long facilities (it will add at exemptions amount of publishes and factors driven the conder more attractive, and it will be a set of publishes and factors driven and factors driven and attractive and attractive publishes and factors and attractive and attractive publishes and factors and attractive publishes are factors and attractive publishes and attractive publishes are factors and at	Sac Comment of 4
689	Chip Bray (76)	2/7/2023	Email	General support	Our Character Berg and Commissioners have been pure for exceptioning better the contract of th	See Comment #8
690	Chloe Cresse	2/8/2023	Ernat	General support	Our Cleams being and Commissioners. Which we for the regular with 25 though faults in our of the most composite reachiny augments in the State of Team. As this excitosity authorize reaching you then called the Man State of Team, all Teams school and for total and decicion accordingly. I am writing solidy to express any companies support for the 135 Capital Express Central design as proposed by 1007. Thank you for your consideration of this request.	See Comment #8
691	Chris		MyCapEx Website -	Do not widen/no build	Any expansion or extension of 1-35 is an entharrassment, a missive waste of taxpeyer time and money, and proof that the people of TxDDT have no respect or care for the people of this state. I	See Comment #5
			Comment Form	Business/residential displacement	This project will displace people and businesses in favor of concrete that does not and will never generate enough revenue to justify it's continuation.	See Comment #21
				Public Transit / Multimodal Transportation	noticed of putting money into alternative forms of public transport like mass trainst 1.00°C continues to push for read expansions and embasis the "from laines" mentality, diagnost the fact that no amount of tense will alleviate the fundamental problem of too many validation or the read, and that eithe will alleviate the fundamental problem of too many validation or the read, and that eithe will alleviate the fundamental problem of too many validation or the read, and that eithe will alleviate the fundamental problem of too many validation or the read, and that either will alleviate the fundamental problem of too many validation or the read, and that either will alleviate the fundamental problem.	Sax Comment #13
692	Chris Bowles			Do not wider/no build	To When It May Convert: Less & Honing Australia and have obtained \$150 aye ording 166. As Austria has grown, we too has staffic on 155, but as has the divide between the sead and west older of 155, with all of the Internal issues present in their deviation. Less & Honing Austria and Honing Austria has grown and the Honing are week to control Austria to deviate of their control and and west and with the has been and allow the Managard and an advantage of their beautiful and advan	See Comment #5
				East/West Connectivity	An expansion of 135 by widening the already large highway through the heart of central Fexas and Audin would only deepen the drinds between east and week.	Sections of \$20.
				Latent/Induced Demand	would create as much traffic and induced Demand as it would allow.	San Comment # Sit.
				Multimodal Transportation	More roads is the answer of the past, not of a multi-modal future being created in Austin right now via Project Connect and other innovative programs.	See Comment 4.30;
		Date Received		Multimodal fransportation	There was as we written to the past, not or a man-mode number being created in Austin right now via Project Connect and other introvitive programs.	
ID			Source	Topic	Commet	Replanes
693	Chris Boyd	2/25/2023	Email	Bixe/ped safety	We hold ToO.C. I yet much make 30 mm yebs, yet-1 live near Revenide and 135. Don't make it worse for me. Expension will foring more air positions, more noise, and more tonic compounds in the sen numbl. Creating 5.35 by he to get to pieces like Counting point is a rightman. Expension of make it counts Research to pieces a make about in a more pleasant point to seak or to left of bothly, other than worse. Research to recording the sent sea, enhance belong, and make it causes to ward. Recording the counting recording date. Recording of the recording date is recorded as a recording date of the recording date. Recording of the recording date of the recordin	Sac Connect #30
694	Chris Breaux			Do not widen/no build	MobilitySS Program Manager Tommy Abregio, Several members of Austin City Carcol have publishy spoken cut against this plan, and the recent election resifiemed that the majority in Austin are diametrically opposed to the plan.	Set Connect 45
				Latent/Induced Demand	The Marin related and enterthy distinct of a time by produced in the bit is required and produced produced and produced produced and produced produ	See Comment #13
				Business/residential displacement	And placed programmed on the contract of the c	See Connect #21
695	Chris Breaux	3/7/2023	MyCapEx Website - Comment Form	Parks	Food on twant to loss out on valuable park space installable, saking part of waiter beach park for this park that will only include staffic is a bisa-base for auditobles. So many businesses will need to be valuated and for what TDCs began stage (by hy bissens) that content of a cut of park beared using planners and or an onity government this park would review even in an commandation. But is the park of this expensive valuate of beautiful park of the park of this expensive valuate of beautiful park of the park of the park of this expensive valuate of the park of t	See Comment #150
696	Chris Forland	1/30/2023	Email	General support	See Channel height of Commissioners Principles of the Conference o	See Commert #8
697	Chris Gannon			Do not widen/no build	Making Togeth Basep Tomps (Name) And the Second Tomps (Nam	See Commut 45
				Latent/Induced Demand	Highway expensions do not each. They worse conjustice, are now and water publicles, safely, and been obtained invited by the desired being A. we saw with the Alley Freeze, highway requestion only other sourcharm which to conjustice. Additionally, the particular matter publicles from the water that the expension would generate as a agridient threat to the health of Austria residents.	Set Commet #13
698	Chris Hachtman	2/7/2023	Email	General support	Our Chemical Register Commissation Commissat	See Connect #8
				Do not widen/no build	MobilityShington Manager Tomory Alongs, And the Control of the Co	See Comment #5
699	Chris Hogan	1		Latent/Induced Demand	TiDot has not addressed concerns about Induced Demand, and subjecting residents to land setures and a decade or more of construction for only a few years of traffic relief is foolish and prian stupid.	See Comment #18;
		1		Reroute to 130	I want to see the city council and TxCot cotiaborate on a solution that routes non local traffic around downtown, and provides solutions for local traffic that take more cars off the road.	See comment #3
				Public Transit / Multimodal Transportation	ET could easily and safely bite or take a train across 355 i would! that those options don't exist.	See Comment #13
700	Chris Lyons			Do not widers/no build	As host note: Our India Law Ind	The Communit 4's
				Blike/ped safety	Other it is now that the upper deck is about to be removed, the fourpoir of 3.55 will expend application), the fourlage reads above set for larger than most highways, then fit he project seem to be accountedly copper, which is no piece, coming the bosonic broater marks will be designed as a formation or cycles. A provider or any set in the project is seen because placed, includent controlled and the project is seen because placed, included controlled and the controlled and the project is better designed and passed as the project is better designed and passed controlled and the project is because placed and passed as the project is because placed and passed and passed and the project is because placed and passed and the project is because placed and the project is because placed in	Sas Comment #30
				community alternatives	Egopos expanding 155 and print the alternative plans proposed by flottins 155 and fluorenet Audio, flux short of that, please address my concern about padentins and cyclic creatings. The current design a usuals and, the	See Comment #4
	-					

						MobilityS Program Manager Tommy Akrago, Ended size and Thesive size advances for headring renfacethasts	See Comment #5
						Faitures include increased travel time, increased polution, and decreased safety.	
Part						The core long term certic lies long with certic lies long with certic lies long lies of lies lies lies lies lies lies lies lies	
Part						Candidy'nn not the best at errotional pleas hopefully others are doing that in my absence. My plea is rooted in logic: every other modern country outside of America understand the detriment of highways and the flawed logic in expanding them. It is undersiably backwards and archails to their obtainable	
The content of the						There are likely counter arguments to my points above. To encourage you to listen to them and take into account who is making those arguments. If they are from people with ties to construction companies, car companies, car companies, concrete construction.	
The content of the					Do not widen in a build	There will be good relatived pools in the students of Nation who feel this is a good idea - I'd urge you to inform them of the facts I listed above and encourage better investment (commuter rail, walkability, etc.)	
The content of the					DO HOL WIGHTY HO DOING	Texis was built on Oil and Construction. TaDO's non by oil and car essectives - I understand the political reimhostoris of going legisms that. I urgle you to boldly push orward arryways. Thenk you again for your time and consideration. I respectfully add to pout to other legist thing.	
Part	701	Chris Nunn					
Part							
Part							
Part							
March							See Comment #18
						waartegen LCF-270 Chicago - au San Jose - 1880 Downer 170 Bookson 193 Seattle 1405	
March					Latent/Induced Demand	Houston F-10	
March							
March							
March	702	Chris Paladino	1/9/2023	Email	General support	Lam writing to totally SUPORT Abstractive 3 in your plan. As the center of a property nearby, I am in complete SUPORYT of this project. Please do not let NIMBY's influence your decision. There is a core	See Comment #5
Part						group of people in every community who just don't want change. This plan is the best for the local neighborhood, the city, and the State of Yesas.	
Part							
Part	703	Chris Peak	3/7/2023	Email	Do not widen/no build	Mr 'hDD' 'hDD', by time and energy suck for some wild/larme fantaisy even Dr Disney would'nt have been able to conclevet?	See Comment #5
Part						After much more of old go-round and round, etc some pockets will get filled deep plenty and they can then go purchase their islands since no one will want to know about you for about any kind of reason	
Company							
Company	704	Chris Perry	2/7/2023	Email	General support	Diaz Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outsided readway is often	Sex Comment #8
Company						called the Main Stores of Texas, all Texas able cut call for bodd and decive action to transform this critical stretch of infrastructures into a neadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordinals, I am writing flowing to expense any conceivable support for the ISS Contain Expense Central decision as exceeded by FARIT. That we will recove monitoration of the Iss answers.	
March							
1						Issuer unumment loags and commissionaris: Thinking you for notification and the state of Texas. As this seriously continued roadway is often called the Main Street of Texas. All Texas should call for boid and decisive	CAMP LOTTERNIX #O
1						action to brancform this critical stretch of infrastructure into a coachay that will accommodate the rapid and immense growth we are experiencing in our great State. Accordinate, it am writen todar to exercise microcrations account for the ISS Colonial Exercise Control design as proceeded by 1000T. Thesis for type consideration of this request.	
March	705	Chris Ramser	3/6/2023	Email	General Support	PS This is a croce in a lifetime chance to fix one of the State's worst bottlenecks to keep commerce flowing through the heart of Texas. Not going forward on this project would set the State back decades. Thanks,	
Column						NAME OF THE PROPERTY OF THE PR	
Column							
Column							
Column	706	chris randazzo	1/27/2023	Email	General support	Date Chairman Bug and Commissionaric Thank you for recognizing that 1.55 through Assin is one of the most congleted readway large persons in the State of Teas. As this seriously continued readway is often confect the Mails Tever of Teas, all from its should be found that the second in the state of Teas. As this seriously continued many is often confect the Mails Tever of Teas, all found is should not for the state of Teas. As this seriously continued many is often confect the Mails Teas of Teas. As this seriously continued many is often confect the Mails Teas of Teas. As this seriously continued many is often confect that the Mail Teas of Teas. As this seriously continued many is often confect that the Mails Teas of Teas. As this seriously continued many is often confect that the Mails Teas of Teas. As this seriously continued many is often confect that the Mails Teas of Teas. As this seriously continued many is often confect that the Mails Teas of Teas. As this seriously continued many is often confect that the Mails Teas of Teas. As this seriously continued many is often confect that the Mails Teas of Teas. As this seriously continued many is often confect that the Mails Teas of Teas. As this seriously continued many is often confect that the Mails Teas of Teas. As this seriously continued the Teas of Teas. As this seriously continued the Teas of Tea	Sax Commant #8
Column						Accordingly, I am writing floods to express my complete support for the 135 Capital Express Central design as proposed by TuDOT. Thanks you for your consideration of this services. (July Reviews D. F.).	
March							
March	707	Chris Reid	3/7/2023	Email	Do not widen/no build	MobilitAS Program Manager Tommy Abreso.	See Comment 45
March Marc						Lam an Austin Resident and oppose the I-35 expansion.	
March Marc							
March Marc	708	Chris Riley	2/22/2023	Email	Air Quality/Noise	Mr 'NDO' TNDO', The DES significantly understates the negative impacts this expansion will have on air qualify, desembouse gas emissions, traffic deaths and intaries, and qualify of life.	See Comment #18
March Marc						Many Austinites, including me, would much rather meet our daily needs on local streets, not an intenstate highway. Please reconsider the options presented by Rethink35 and Reconnect Austin.	
	ID.	Commenter Name	Date Received	Source	Yoric	Comment	Rescones
						Marillo St. Among Man on Towns House	The Comment SS
						Transport registers Transport Production Transport Company Transport	JAN CONTINUE TO AU
Part			d			TAUD I has talked to meaningway consister the impacts of introducing so much another into carrier and internal resolution and	
Part						The genericuse gas analysis (DES Appendix I) is incomplate. Please analyse long-term greenhouse gas impacts of the project compand to No Build. The current analysis is only for construction impacts, not long-term impacts. -Please do a regional emissions analysis for Nix and occup precursors, such since be furting with cozen nonattainnent, and IDCOI is should be studying these.	
Part							
March Marc		i				This project will put us at at increased risk of negative health irrejects, in addition to accelerating climate change. Review to health options outlined by Rethink Austin and Reconnect Austin. The cursory assessment provided by TII failure to advantable accrease for the value that receive the cursory of increase since the cursory of excess since this concellation for validable for validable for put and the properties.	
March Marc	709	i	3/7/2023	Email	Air Quality/Climate Change	This project will put us all at increased in six of registive health impacts, in addition to accelerating climate change, Resea take another look at the options custined by Rethrisk Austin and Reconnect Austin. The cursory assessment provided by TII faint to adequately account for the value but the cubb of control under any option currier was more always and executing the currier and executing the currier and executing the currier and executing the currier and executing the accordance of the currier and executing the currier and executing the currier and executing the accordance of the currier and executing the currier and executing the currier and executing the accordance of the currier and executing the execution and executing the currier and executing the executing the execution and execu	
March Marc	709		3/7/2023	Email	Air Quality/Climate Change	This project is play as all at reconsect intel or fagiliers health impacts, in existent content of many departments of many assessment provided by TRI labels undergoing and the selection of th	
March Marc	709		3/7/2023	Email	Air Quality/Climate Change	This project will be consulted in or displayers better impacts, in existing to consist on a consultation of the consultation o	
March Marc	709	i s i i	3/7/2023	Email	Air Quality/Climate Change	This project will got as all at increased road registers have in registers that in registers that in a second control of the c	
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March Marc		S S S S Chrisis Roper	8 i 1 4 3				Daw Connect Ats
March Marc		Chrisi Roper	8 i 1 4 3				Sea Connecent #8
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The analyse of the product of the control of the co	710		2/7/2023	Email	General support	Dat Charmon flagg and Commissioners: Then you for recognizing that 120 brough Audion is one of the rond congession markes segment in the State of Year. As this services yackland markes you that Audional Accordingly, in our writing failing to express my complete segment for the 130 Capital Express. Certific diseases as you for Conf. These type for your consideration of this contraction of this conference of the conference o	Das Connect #8
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Remark to 3.30 This highway is by for transportation, separatinity of a Table, however we should ented traffic passing through Audio second to dry, and present 25 for local transportation. She connected 3 17.7 4 1,11,2022 Afficial features. Comment from Comment fr	710 711 712 713	Chris Stangland Chris Vincent Chris Weiner	3/1/2023 3/24/2033 3/1/2023	Ernel VOH MiCapE+Widelsto- Comment from VOH	General support Central support Laters/froduced Demand Public Transport Minimized Transportion Ritation Do not solder/his boild Danness/vestorial displacement Laters/froduced Demand Centrality & Committed Committed Centrality & Committed Committed Committed & Committed Committed Committed & Committed & Committed Committed & Committed & Committed Committed & Committed Committed & Committed Committed & Committed Committed & Committed Committed & Committed & Committed & Committed Committed &	The Colonians hag and Commissioners. These years or complete support to the Story of Passe. It is a service, additional analysis of the services of an analysis of the services of the service	Das Connect 43 Sas Connect 43 Sas Connect 43 Sas Connect 43 Sas Connect 45
127 4 1/1/2/223 MyCapt's Mishalor—Comment Support See Library See	710 711 712 713 714	Chris Stangland Chris Vincent Chris Weiner	3/1/2023 3/24/2033 3/1/2023	Ernel VOH MiCapE+Widelsto- Comment from VOH	General support General support Laters/Induced Demand Padel Joshico Padel Torses/ Padel Torses/ Padel Torses/ Torreportation Wilatins Do not wider/inb build Date of wider/inb build Consoning Allerstrees Con not wider/inb build	The Colonians hag and Commissioners. These years or complete support to the Story of Passe. It is a service, additional analysis of the services of an analysis of the services of the service	Das Connect 43 Sas Connect 43 Sas Connect 43 Sas Connect 43 Sas Connect 45
127 4 1/1/2/223 MyCapt's Mishalor—Comment Support See Library See	710 711 712 713 714	Chris Stangland Chris Vincent Chris Weiner	3/1/2023 3/24/2033 3/1/2023	Ernel VOH MiCapE+Widelsto- Comment from VOH	General support General support Laters/Induced Demand Padel Joshico Padel Torses/ Padel Torses/ Padel Torses/ Torreportation Wilatins Do not wider/inb build Date of wider/inb build Consoning Allerstrees Con not wider/inb build	The Colonians hag and Commissioners. These years or complete support to the Story of Passe. It is a service, additional analysis of the services of an analysis of the services of the service	Das Connect 43 Sas Connect 43 Sas Connect 43 Sas Connect 43 Sas Connect 45
	710 711 712 713 714	One Stangard Clinia Vincent Clinia Weiner	3/1/2023 3/24/2033 3/1/2023	Ernel VOH MiCapE+Widelsto- Comment from VOH	General support General support Laboral friedment Demand Laboral friedment Demand Reside Speak Malifereduct Transportation Wildrine On not wellen free build Damman, vacalential displacement Laboral friedment Demand Community Administration On not widen free build On not widen free build	Such Character Bug and Commissioners Buss port of mangining facil 15 through Auto is and of the road original studies supports in the 20st of Years. In this serious) which can be considered and the first of the serious and	See Connect 43 See Connect 43 See Connect 43 See Connect 43 See Connect 44 See Connect 43 See Connect 44 See Connect 43 See Connect 44 See Connect 44 See Connect 44 See Connect 45
	710 711 712 713 714	One Stangard Clinia Vincent Clinia Weiner	2/7/2023 2/24/2023 3/4/2023	Great VOH VOH VOH VOH VOH VOH VOH	General support General support Laters/Induced Demand Padel Transp. Padel Transp. Padel Transp. Padel Transp. Padel Transp. Do not wider/inb build Do not wider/inb build Consecution Advisorance Laters/Induced Demand Consecution Advisorance Do not wider/inb build Do not wider/inb build Do not wider/inb build	The Chances had got of Communication to The part of the properties (and the properties of the part of	Ten Comment #3 Ten Comment #4 Ten Comment #3 Ten Co
728 Oneste fottes VOH Do not relative to both Symposium from the Sym	710 711 712 713 714	One Stangard Clinia Vincent Clinia Weiner	2/7/2023 2/24/2023 3/4/2023	Great VOH VOH VOH VOH VOH VOH VOH	General support General support Laters/Induced Demand Padel Transp. Padel Transp. Padel Transp. Padel Transp. Padel Transp. Do not wider/inb build Do not wider/inb build Consecution Advisorance Laters/Induced Demand Consecution Advisorance Do not wider/inb build Do not wider/inb build Do not wider/inb build	The Chances had got of Communication to The part of the properties (and the properties of the part of	Ten Comment #3 Ten Comment #4 Ten Comment #3 Ten Co
	710 711 712 713 714 715 726	Chris Minoeri Chris Minoeri Chris Minoeri Chris Duffnas Dufnata Duffnas	2/7/2023 2/24/2023 3/4/2023	Ernal VDH JACOSC WARRING VDH Ernal MAGNET WARRING Comment from	General support General support Laters/Induced Demond Facial justice Additional Administration Transportation Wildrive Do not widen/init build Businessy American Laters/Induced Demond Community American Do not widen/init build General support	Such Character Bag and Commissioners. These you for requiring facility 35 through, Austin is not of the road original disables, segments in this State of Texa. It is a written you disable disables, and in the State of Texa. It is a writing deally in sygnes are presented for the state of state of the sta	See Connect 43 See Connect 44 See Connect 43 See Connect 44 See Connect 43 See Connect 44 See Connect 43 See Connect 43 See Connect 44 See Connect 44 See Connect 45 See Co
	710 711 712 713 714 715 726	Chris Minoeri Chris Minoeri Chris Minoeri Chris Duffnas Dufnata Duffnas	2/7/2023 2/24/2023 3/4/2023	Ernal VDH JACOSC WARRING VDH Ernal MAGNET WARRING Comment from	General support General support Laters/Induced Demond Facial justice Additional Administration Transportation Wildrive Do not widen/init build Businessy American Laters/Induced Demond Community American Do not widen/init build General support	Such Character Bag and Commissioners. These you for requiring facility 35 through, Austin is not of the road original disables, segments in this State of Texa. It is a written you disable disables, and in the State of Texa. It is a writing deally in sygnes are presented for the state of state of the sta	See Connect 43 See Connect 44 See Connect 44 See Connect 45 See Co
	710 711 712 713 714 715 726	Chris Minoeri Chris Minoeri Chris Minoeri Chris Duffnas Dufnata Duffnas	2/7/2023 2/24/2023 3/4/2023	Ernal VDH JACOSC WARRING VDH Ernal MAGNET WARRING Comment from	General support General support Laters/Induced Demond Facial justice Additional Administration Transportation Wildrive Do not widen/init build Businessy American Laters/Induced Demond Community American Do not widen/init build General support	Such Character Bag and Commissioners. These you for requiring facility 35 through, Austin is not of the road original disables, segments in this State of Texa. It is a written you disable disables, and in the State of Texa. It is a writing deally in sygnes are presented for the state of state of the sta	See Connect 43 See Connect 44 See Connect 44 See Connect 45 See Co

				Reroute to 130		See comment #3
719	Christian Fogerty			Public Transit / Malfirmodal Transportation	Bability Singuis Manage (horn, base) Annual Singuis Manage (horn,	Soc. Common # 23
				Latent/Induced Demand		Sau Comment #18
				Community alternatives	Taxen in support of completely adopting 135 levely and connecting Austin's urban core with bookwards and given species. However, even without that, there are so many possibilities besides spending billions of dollars over the years to add a few lanes. This expansion has to stop or it will be a coloseal wader of public funds and labor by the declicated workers who will build it.	See Correlat #4
720	Christian Garcia	1/29/2023	MyCapEx Website Comment Form	Do not widen/no build	The DS expension is a step in the wrong direction. I thought our state was full of great leaders, yet we continue to deep the effects of pollution on our inner cities not even mentioning dimate change here. POLLUTION We have a 30 Billion daller surplus. We not consider high speed real along the 435 consider?	See Comment #5
721	Christian	2/11/2023	VOH	Do not widen/no build	Don't expaind at all, and if you must, don't expaind north of 135	See Comment #5
721	Christian Kilgore	2/11/2023	VOH	Do not widen/no build		See Comment #5 See Comment #6
722	Christian Kurtz	1/12/2023	Email	General support	Due Chairman Bug and Commissioners. Third you for recognizing that 1.55 through Justin is over of the most complaind neadows segments in the State of Feas, as it them should not for body and stone a form to make the fease of the state of t	
723	Christian Leman	2/27/2023	Email	Air Quality/Climate Change	In Each TLACE. All of an arm of the second	Sec Comment #18
724	Christian May			Air Quality/Noise	Associate Program Manager Thomas Associated Strong-Matrice is submitted and should a withdraws. 13 in in discriminate Association In the way clear to 15%, and the amount of manager publican coming from it is about 1. have to ware explaining every might just to below, so that some lovely incorrecption or muscle car zooming through the might deser? value as a contract of the program of the public to 15% and the publ	So Commerce \$44
				Bike/ped safety	Lacrost afford a cur, as 1 bits everywhere. It is 1 loof; reporters—the only demands in the 1 almost get affect by a cur every month or as. Not due to micross driving—just because there are so many curs driving at high specific recognitive everywhere. It is 1 loof; reporter are so many curs driving at high specific recognitive everywhere. The second recognitive everywhere is 1 look of the second recognitive everywhere.	Sec Comment 4 50
				Public Transit / Multimodal Transportation	Tis about - when a city reaches a certain size, they need to start meeting in ways to move people around more efficiently than in 5,000 pound one-occupant seed boses. 135 expansion would exacurbate this above, by furnishing more and more traffic deventions, where there's already too many cars to begin with.	See Connect #13
725	Christian Michael Mahoney	1/20/2023	MyCapEx Website Comment Form	Public Transit / Multimodal Transportation	Widering reads without improving transit is a wasser of money, Losh to other countries and see how well it works for them.	Sectional #13
726	Christianna Johnson			Do not widen/no build	Abortist's Regions Manage Froms Alonge. These answerd of dishort, Chair and Enginee Studies of 155 and Enginee expansion. In an instead of dishort, Chair and Enginee Studies Chairs of control comment, periodistic mother publisher when the wear, the failure of almost all highesy expansions, the automat of freeway reminals, and in traffic modeling in a facility of the control comment of	Sec Comment #5
				Public Transit / Multimodal Transportation	Tam for a public branch force project that will be better and healther for the Austin residents and by estimates San Micross. Every change that happens in Austin hicken close to San Micross in the worst way.	See Comment #13
727	1 1	1/20/2023	MyCapEx Website Comment Form	Regional Connectivity	review the lone star rail proposal-building more highways is making this state into a tangled concrete filted nightnessed we NEED rail service in the state(ET REASE	Secondarit #1
728	Christina Kally Burgass	3/7/2023	Email	Wahire	This is Nitive Word, a registrative benefining \$2.55 hearth registrate by the disease being focused to the legislary five diseases and the legislary of the disease of the legislary of the legislary of the disease of the legislary of the	See Contract 60
ID	Commenter Name	Date Received	Source	Yopic	Commiet	Responses
729	Christina Solis	2/8/2023	Email	General support	Over Channess Registed Commissioners. The Register Channess Register Commissioners and Commissioners	Sec Comment 4 S
730	Christina Yeckley	2/7/2023	Email	General support	Due Chames Bugg and Commissioners. Their you'by recognising that 1-50 frough, Notice is not of the most composed enables programs in the Data of Towar. At this seriously notified reaching is sufficient to the Data of Towar. At this seriously notified reaching is sufficient to the Data of Towar. At this seriously notified reaching is sufficient to the Data of Towar. At this seriously notified reaching is not present to the Data of Towar. At this seriously not of the Data of Towar. At this seriously not of the Data of Towar. A third seriously not only not present any complete support for the 1-35 Capital Express Chimar delegals as proposed by ToWar. These you for your consideration of this new proposed by the Data of Toward Chimar delegals as proposed by ToWar.	So. Commerc 68
731	Christine Garvey	3/7/2023	Email	Bike/ped safety	No YECOT FLOOT, Further as a conserved of been. This project would make biking and using public barnist challenging, which is already a challenge for auditinitial it would impact our quality of life in a negative way. Please rethriek 35. Thank you.	See Comment 4:50
732	Christopher	3/7/2023	MyCapEx Website Comment Form	Parks	Why must you dealong Waller Boach? The LSS with going to help in the first place, did you learn nothing from the Kary Fey? Please, New Waller Boach alone, I log of you, the radical boach of Audin shall not be declarated from the Kary Fey? Please, New Waller Boach alone, I log of you, the radical boach of Audin shall not be declarated from the Company of Audin shall not be declarated from the C	See Comment #350
733	Christo pher Cavello	2/9/2023	Phy sici I Co mer	Woodland	have seen or or separate the weight of the absolutes in the residence of t	Sec Consense 2238
734	Christopher Corsbie		MyCapEx Website Comment Form		will affect the needs of the project and to provide some sort of timeline on when they will become practical for everyday users.	See Comment #5
				Multimodal Transportation Reroute to 130	see her public transit motalities like driveness care scriting for subscripton services can sorte some of the halfs problems we have with our current infrastructure. The most urgest need to protect public safety that I see is to mandates that heavy touds travel coulded of Austin on 150 units we can network the load on the highway and or expend it.	See Comment #30; See comment #3
735	Christopher Curtis	2/22/2023	VOH	Heroute to 130 Bike/ped safety	The most agreed mean bit products practice shall be less to invanishable that heavy trocks below disclosed A castle not 120 cents we can enclose the load on the supprisely send or expend it. As a resident not to 155 and 6th Interes, pedestrian connectivity to desention in the primary corrors, more then being a node. 155 committy acts as a barrier to devention and I don't feel a part of that negligoration. Also, when interprints of the committee of the committe	See comment 43
736	Christo pher Hamm on	2/8/2023	Email	General support	One Chamman Rings and Commissioners: Their type for recognising that 155 through Audits is one of the most conguland manking supports in the State of Texas, As this services desired inside and inside the State of Texas, As this services should not for body and deciries section by surdices the section desired infinity-bodies. The section should not for body and deciries section by surdices the section desired section by surdices the section deciries section by surdices the section deciries section deciries section by surdices the section deciries section deciries section the section deciries section that section that section deciries section that section that section deciries section that s	See Contract 48
737	Christopher Herrera		MyCapEx Website Comment Form	Caps/Deck Plazas	Twen the more cape. TWO of houset filter swaring plans and pay for this project. Why do Austin stayopen have to fact the late of the region and the state when plant of businesses cutofall of Austin will bundfill TNDOT about the pay for all or most.	See Comment #42
				Bury/tunnel		See Comment #25
						Sec Comment #25 Sec Comment #25:

738	Christo pher	3/7/2023	MyCapEx Website - Comment Form	Do not widen/no build	We could build a sky gondola from the airport. TxDoT could invest in a real line between San Arthorio and Dallais. Explanding highways rever does anything but make more briffic. Everywhere, all over the world. Don't expand IH-SS, the other solutions.	Sais Comment #5
739	Hutchi ns Christopher	3/2/2023	VOH	General support	She had been a scar running through our clp, it's a recovery arter, however, and our highway system media to be able to been packs with the growth of Audio. The changes made with proposed alternative 3 provides a smort believe of reade, cose, and refer provider planning and the import of the community, Let's make in happen.	See Comment #8
	Kissock					
					Asserting Regions Manager Temps Agency. Assert Resigns,	See Comment #5
				Do not widen/no build	I am a resident of Audits, and I am writing to you to state my opposition to the proposed expansion of 1/5 through downtown Audits. It should be alternatively clear by now, in the year 2023, that highway expansions don't work, that years of construction and headed-the result in a completed project that bearly makes a dwnt in traffic, and winds up just as congested as the old highway within a few years. I do not work to see 1.35 wind turn into the Kally Freeway, particularly since it must through the wherest downtown of the state capital.	
740	Christopher Lowery		-	Community alternatives		See Comment #4
					As a state of room, but no vin regular is less. The or type does not such at IC is less driver or mortion. Then had shown got the list below. I would not have been a result and of the registration of the re	
741	Christo pher McKnig	1/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	Needs a passanger rail component.	See comment #1
742	Christopher Miller	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 155 through Assids is one of the most congested nodway segments in the State of Texas. All this seriously outdated readway is other called the Main Street of Texas, all Texas should call for bods and decisive action to brancform this critical shetch of inflashructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxCOT. Thank you for your consideration of this request. Chris Miller	
743	Christopher Moore	3/7/2023	Email	Do not widen/no build	Mr hoo't hoo't,	See Comment #5
					Ny. You know, and I know, that this planned expansion will not do anything long term to help people get around or through Austin. Please fully evaluate the multiple proposed alternatives (including Reconnect Austin and Rethink35).	
744	Christopher Norton	2/22/2023	MyCapEx Website - Comment Form	Do not widen/no build	Firmity apposed to the expansion of 135 comidor thru Austin. The IRO on this is massive waste of money better spent in other triansportation projects.	See Comment 45
					Email Copy; All. Manuscana de définieire accessorabilités force the Blands and Bodateire Maisse Prancis construire file 192 Boiser This commendation about he manusche du the Blands and Budateire Maisse Prancis of Commen	See Comment #30
745	Christopher Parks	3/6/2023	Email	Bike/ped safety	Data Logo AL. These see the filtering recommendation from the Biople and Pelestrian Achievy Councils regarding the 135 Project. This recommendation should be recorded as the Biople and Pelestrian Achievy Council's efficient response and comment for the public comment panied on the 155 Capital Express Center Pergic to the Environment layer of Security Achieves the first the second for the 2012. Please the first two seas on of it you have any questions or concerns. This compliant Person is because the second for the Security Achieves the second for the Security Achieves the Security Achi	
745	Christopher Parks	3/6/2023	Email	вину рев запелу	summer, apparant r- row, interctive, pc in in Excussion, the security and security and in the project with provide truly safe, in play, or man open are consciousness with contract that the quality active transportation facilities and connections to a complete network, the ABC and BBC more surrour revised forward with a row of 1500°Cs compressed attentions for a Complete network, the ABC and BBC more surrour revised forward with a row of 1500°Cs compressed attentions for a Complete network.	
746	Christopher Parma			Latent/Induced Demand	"WEREAS" clauses and that TuDOT outline how it plans to respond to concerns raised during the public comment.	See Comment #15
740	- may me rantis			Sensity manages sensed	Making Singhers Manager Transon, Anders, and the second of	
					reviews yourning projects on one wars. They general years and otherwise of supplied charactering up homes a businesses in order to provide a very short amount of conjustion relief. Take the Kitty Freeway 1s. 10(in Housean, After billions of diddres widering it, the fereivery is more conjusted than it was before. Widening 155 through Austin will just be a waste of supplier during relief in the same conjustion wher 10 years of disruptive construction. That money could instead be sperifical to the people of Austin.	
					As a groot feare, I believe TxCOT should serve what's best for the people of its cities. Urban freeway expansion is not that. I impliere that TxCOT go back to the drawing board and consider projects far more beneficial to the health and quality of life of Austriabs. Thank you for your time and consideration,	
				Community Alternations	In the of finance constraint. Indian VAVI shall across a threath across to the first and the finance of the constraint o	No Overent #4
				Collinsing Assirables	In law of fineway separation, I believe TLCOT should pursue alternate proposals, like those posted by Retries 135. Through buffic or 135 can be relocated to pursuite 59 130, removing the need for a space-varificated fineway through downtone Audit. The money should be directed to transit, bileways, and period projects that benefit the mobility of people that the in Audit Intel®.	JAN CARRIENT P
747	Christopher Parris				ModRNSS Program Manager Tommy Anneys. As a resident of Audit, I are strongly opposed to ToCY's plan to separed 15S. As a resident of Audit, I are strongly opposed to ToCY's plan to separed 15S. As a resident of Audit, I are strongly opposed to ToCY's plan to separed 15S. As a resident of Audit, I are strongly opposed to ToCY's plan to separed 15S. As a resident of Audit, I are strongly opposed to ToCY's plan to separed 15S. As a resident of Audit, I are strongly opposed to ToCY's plan to separed 15S. As a resident of Audit, I are strongly opposed to ToCY's plan to separed 15S. As a resident of Audit, I are strongly opposed to ToCY's plan to separed 15S. As a resident of Audit, I are strongly opposed to ToCY's plan to separed 15S. As a resident of Audit, I are strongly opposed to ToCY's plan to separed 15S. As a resident of Audit, I are strongly opposed to ToCY's plan to separed 15S. As a resident of Audit, I are strongly opposed to ToCY's plan to separed 15S. As a resident of Audit, I are strongly opposed to ToCY's plan to separed 15S. As a resident of Audit, I are strongly opposed to ToCY's plan to separed 15S. As a resident of Audit, I are strongly opposed to ToCY's plan to separed 15S. As a resident of Audit, I are strongly opposed to ToCY's plan to separed 15S. As a resident of Audit, I are strongly opposed to ToCY's plan to separed 15S. As a resident of Audit, I are strongly opposed to ToCY's plan to separed 15S. As a resident of Audit, I are strongly opposed to ToCY's plan to separed 15S. As a resident of Audit	See Comment #5
				Do not widen/no build	The plan to simply expand 135 is not only poorly thought out, but it is an international embarrassment. If something is going to take a decade to build, it should be designed not in an attempt to address the problems of today, but to address those of the next 40 years.	
				Latent/Induced Demand	More lanes will not improve traffic conglosion, especially when it will mean the need to cross more lanes to get to the entource and exit ramps, which stimstely work as a bottlereck. Numerous studies have proven highway experience does not reduce traffic congestion. In addition, a decade of construction for a fundamentally fleesed plans is not worth it.	Sau Commant #18
				Community Alternatives	Please consider the Methink35 proposal instead as well as alternative forms of transportation. I do not want to constantly have to use an internative to get around Austin. We should have ideas that showcase Teass as a leading innovator in the world. This requires investing in something that sen't just reactionary, but designed with the future in mind	Sea Comment #4
748	Christopher Peake		VOH	Do not widen/no build	I oppose expanding I-SS.	Suo Comment #5
					Expose seconding 135. and mine publisher what improch; what sized impacts, and vasible, if on't want to trovel award Audin on an intendata highway, whether in a cur of by walking or locycling, I want safe, pleasant, and walkada and biheable streets. My femily sent award consider moving from audin if first in the four of our ody, why put a welly warrand 20 blacker? How as the ging to be low life. It. It is not not considered to be a section of the consideration of th	
				East/West Connectivity	East-west crossings should be at least every 1/4 mile. All non-triph speed roadways in Austin should be designed for 25mph and be sale for all road users.	San Comment #20
				Latent/Induced Demand	Expinsion will worse traffic a	See Comment #20;
				Air Quality/Noise	Other problems, indusing air,	Sau Commit #34
3.40		0.710000		Water Quality	and many water,	See Comment #225
7 400	pher S Beck	2/1/2023	Lindi	Service a support	Our Channe began of Commissioners: There you for exceptioning that 150 through Audit is one of the rest oranges market supports in the State of Team. As this secretary outside of leading of the secretary of the	
ID	Commenter Name	Date Received	Source	Yopic	Connect	Responses
					Material Shapes Marage Terms, Many. The proposal distances of most Shapes of Marage Terms, Many. The proposal distances on which (\$4.55 Mongh the central segment dire of med Delevinod 2 realphorhood results and attaining count modelly sears and the proposal distances and for counting on any of the four entrances to the exploration of the segment o	Jam Montenan * 201*
					reavening north on Arrport backs up, which it does regularly at all times of day. Neither of the proposed alternatives address this issue, and instead focus on the left turn to go section on 1.55, a section of builtir that only backs up briefly during realth house. The proposed pediatrian/mixed use puthways to neights the Arrport/1.55 intervision without a car are unnecessarily hostle to arrone without a car. Instead of diverting car drivers, who can easily treverse hills, strade channes, and increased	
					haz. The ground potential rivined on pothway to ranging the Apport 525 stream from those as one were consensity hostells to access without car, instant of diverting can drawn, who can suity several transport. The property of the property	
					aware of the number of people who use highway infrastructure as shelter because Austin lacks sufficient affordable housing, it is inconceivable that the turneds will not be turned into shelter for these people, resulting in poor outcomes for everyors. As a final point, this intersection regularly sees issues with flooding during heavy rain, making pedestrian turneds an even more unuseable proposal. Cars can easily navigate a bit of water on the road. Expecting pedestrians and cyclists and a final point, this intersection regularly sees issues with flooding during heavy rain, making pedestrian turneds an even more unuseable proposal. Cars can easily navigate a bit of water on the road. Expecting pedestrians and cyclists are considered to the road of the results	
750	Christopher Scherr	3/6/2023	Email	Defwood	Tests to a least continued by the desired single jit the trained of insections of insections de single field and 55 the ECPT is propriate just before the training from the desired property to be desired to a single from the single field of the the single field o	
					navor is ammining to resource connect points' between presentances and care, but religiant goesterinates to brow-great trimits or storigized indirect paths is not an appropriate solution for these road steam. Proposed highway designs have registive environmental impacts that outwelf the purported benefits. The proposed all minimitive highway designs resource connectivity through the central region, including the Delivood 2 neighborhood area, by removing connections across 1:35. This neinforces and essorbates the historic and current recisal and	
					They provide allemander in lighters designed an extraction controlled to the control of a contro	
					Proposals for elevated mixed use crossings do not amelional to the label of corrections. Pedestrians, cyclists, and other users should not be forced to climb long ramps or stains for elevated crossings or be forced so far out of their way, Making these crossings so unappealing and difficult to use will result in them not being used.	
364		1/27/2023		4		
751	Chuck Lipscomb	1/27/2023	Email	General support	Duer Chairman Bugg and Commissioners: Therk you for recognizing that 155 through Austin is one of the most congested readway segments in the State of Feas. At this seriously outside readway is other called the Main-Tower of Feas, at it forms should call for bed and decisive action to seriously most event or instructions in this recognization of the commission of the proper of more properties of the commission of the properties of the properties of the commission of the properties of the proper	See Comment #8
					nequasi.	
752	Cid Galindo	\$40,000		Do not widen/no build	TACOT's proposed design will make maken worse than they currently are on several levels, so I cannot support the proposed design. It is not butter than nothing. State alteracions credical to visibility or visibility correlative community shouse have not been addressed desertin to TaCOT.	San Comment #5
				Community alternatives		See Comment 44 See Comment 48
					Dater Column Bodg and Commissioners: This key, poor for requisite bill the Strength, Auction to over of the most congenitor reachesy segments in the State of Texas. As this seriously accidanted reachesy is often called the Main Street of Texas, all Texas should call for bold and decisive section to be carried in the State of Texas. As the seriously accidanted reachesy is often and the Main Street of Texas, all Texas should call for bold and decisive section to the section of the State of Texas and Texas should call for bold and decisive section to make a special section of the State of Texas should call for bold and decisive section of the State of Texas should call for the State of Texas should call for the State of Texas should call for the State of Tex	
753	Cindy Goldrick	2/26/2023	Email	General support		

754	Cinthia Pedraza	3/6/2023	Email	Do not widen/no build	National Shapes this experiment of the properties of the propertie	Sau Comment #5
					conductoropias could be potentially impacted using with our neighbors. I we sewed my whole life to afford this 500 square foot cond on this expansion would put at risk. The little equity has able to build a sew will a discression cours if a valid. Prefer to a form of this 500 square foot conduction of the sewed and the sewed and considered and a risk. The little equity has able to build a sew will a discression cours if a valid. Prefer to the lower form the lower form from the lower form from the lower form of the sew from the lower form of the sewed and resonance that the lower form of the sewed from the lower form of the sew from the lower form of the lower form of the sew from the lower form of th	
					dangerously positioned and too short for a safe mergic.	
					Re: Comments on 1-35 Capital Express Central Project 1-20Th CONSTETM FALLERS	See Comment #5
					Regarding the LSS CORRIDOR FALLINE to include safety concerns beyond lip service. 2022 saw a record number of creatives/deaths in the City of Austin. Current statistics indicate that thanks to initiatives like Vision Zero, the number of traffic fetalities on City of Austin owned	
					streets and reads is declining, while the number of fealblise on T-DOT's reads and highways has increased, In 2022, 7-8% of all trails (Establise, were on reads owned and managed by DOT, including ESS, T-DOT's playbook has hundwish of design guide/inner on the community, we design guide/inner of their single-innered trails and in highways. A few personal noting is not on make their owned design safer, which clearly inner ownering. As a community, we demand that T-DOT access clearly paraser residing is a community or community. The community is not the community of the community	
					lower design speeds and a geometry that acknowledges the city fabric. FALURE to respond to public comments made during T=00T's parade of comment periods' required by federal law. The official Scoping period generated over 9,500 mostly negative comments and these comments were never meaningfully	
					addressed. It is T+DOT's responsibility to listen to, and ideally analyze suggestions logically and honestly from the general public regarding intelligent land use and economic development proposals from the community.	
					At one point, ThDD's official response to public comments was to paint comprehensive comments for comment themses, 99° and then respond to "thermal what in the comprehensive comments was to paint a community our concerns are heard and addressed. This has gone on fair too long, we demand change. 9 Proceeds with the concentration of the undergream or this too. This in the comment of the comment	
				Do not widen/no build	3. Proceed with the construction of the underground highway. It's critical that such a disruptive project over a long-time forms offices a reasonable plan to accommodate the public. FACUSE to remove the barrier by proposing an infinitely more dissastors barrier that constructs the community plan his origin, mode. Teverpose, including the TDOT team, thinks the ONLY benine is the elevated highway in the more have no eyecus. The closed repossible. Application of the understand highway in the more have repossible.	
					The high-special form any special in the following of from the fabrie of the city and break up the grid. 2. The access roads (frontige roads).	
					Neman E. Smith, ALA Phiciolal	
					PTICQUE	
					ASSERT secretary produce in this SE centre and appropriate in terms are desired the section of the section (produce), because it is section of the section o	Sac Comment #18
			Mai		The increases from 1-55 do not significantly degrade air quality on a regional level. This allows 1-507 to don'ty that the issued oppor air quality is cussed by 1-55. 15 and 1	
755	City Lights Design	graspoors.	led Co		T-ODTs efficial position on managing air quality concerns publicly datases that electric cars will cure that problem. There is no fulling when and if electric cars are a viable solution. Regardless, it is a disrigenous and feeble encose. It's an indication of how that they have solve the air your critical horse heaths. T-ODTs	
	Altence		mm ent	Air Quality/Climate Change	Indication for this thing was about the any part children branch. POOP. In the contract of th	
					capture and fifter polluted air. This can only be achieved by placing a complete cap on the highway. The polluted air is captured, treated, and then exhausted white fresh air is brought below the cap at strategic points. Of course, there is the age- cit tried and true selection. These, then have the capacitability to clean the age-	
					It is an easy and natural solution. Where are the trees, 1-001? It is essential that Tx001 takes into consideration air quality, climate change, and pollution when determining the best solution for the 1-35 corridor. We must do our part.	
				Construction	FALLIPE to provide the city with a viable traffic management plan for the construction period, which could be as long as 10 years. During the construction period, the disruption of traffic will become a	Sas Comment # 278
					** Practice to proteste text only with a value or same management plan for the conscribing period, which could be as king, as 100 years. During the conscribing period, the conscribing to the conscribing period, the conscribing period, the conscribing the management plan for the conscribing period. There still sam'd a variable scenario by T+DDT to mitigate the problems.	
					The state of the s	
				Reroute to 130	**PALEMENT and in this recommendation of the Teach Prosperational Commission of the Section Prosperation of the Section Prosperation of the Section Prosperation (Section Prosperation Section Prosperation Section Prosperation Section Prosperation Section Prosperation Section Prosperation Pro	See correct#3
					Traffic to present-duty SR1 130 would assist in solving the congestion problems of 150, would make 1-35 considerably safe, and could save tappayers billions of disfast, Wask that 17-007 to understand land use, land value, and the funding of a city billions of disfast, Wask that 17-007 of advises why the intopic land the landsk, and we want no know why a suggestion by a group of experts has been disregarded FALURE of T-007 to understand land use, land value, and the funding of a city	
					Swedy Trans. This city has one reage seads. Exhibit and we within that o) plans in the city of the cit	
					our job.** T-COT is happy to take land from our land trank and waste it on their single-minded, limited-purpose agends, regardless of the regative impacts on an otherwise robust local economy. There are more intelligent designs that protect tax-purpose agends, regardless of the regative impacts on an otherwise robust local economy. There are more intelligent designs that protect tax-purpose agends.	
					This project could pay for itself new through tax increment, financing and create a future tax base to fund the future city. This is proper land use.	
			l i		These is Section of the Control of t	See Contrast #4
					Limitario di richia di ric	
				Community Alternatives	northours and southbound, to the west side rather than using the KDX. the structure, and air rights one the suries large, their process the potential for development of the western edge of the corridor and the eastern edge of devention. This comes at a much higher cost, more importantly, a massive opportunity lost, and nothing is glaned. - AND TOTAL FAULUE to supply a condition, third outriversement more investment RIGHT enables of the fource of the corridor beset on a feir comparison between T-DOTs chosen alternative and the several community alternatives. TDOT needs to	
					 AND COTAL FALLURE to supply a credible, there a party return on investment (RICI) analysis of the future of the corridor based on a later companion between T-PODTs chosen alternative and this several community alternatives. TOCI meets to consider all suggestions for a safer, more increman, and prespectors future for Austin and all of Central Texas. An RICI analysis is always required for any expenditure of public money, especially for such a massive cost of rebuilding the I-S5 corridor—seminising that will be with but for another 70 years. 	
	CJ Walker	3/7/2023	Email	Do not widen/no build	corracter - scenniciting that will be with us for another 70 years. Mobility35 Program Manager Tomery Alrengo,	Sectionnel 65
756	CJ WHIMP	3/1/2023	Email	Do not wideryno build	NOCOMICAS TROUBLE NOT THE NOCOMICA OF THE N	DAM LOTTERING #D
757	Claire	1/31/2023	MyCapEx Website - Comment Form	Public Transit , Multimodal	I am in facer of any improvements to public trainet	See Connect #13
757	Claire	1/31/2023	MyCapEx Website - Comment Form	Public Transit, Multimodal Transportation		Sectionment #13
757	Claire	1/31/2023	MyCapEx Website - Comment Form	Public Transit, Multimodal Transportation		See Communi #13 See Communi #13
757			Comment Form	Public Transit, Multimodal Transportation	Oser Chairman Brugg and Commissioners: Their you for recognizing that 135 through Audo is one of the most congested markey segments in the 20st of Texas. As this serices you added markey or when contact that the Desire of Texas, as Texas as the Contact and the Contact a	See Communi 433 See Communi 48
757	Claire Claire Harrison	1/31/2023 2/8/2023	MyCapEx Website - Comment Form	Public Transic, Multimodal Transportation General support		See Comment #13 See Comment #8
757			Comment Form	Public Transip. Multimodal Transportation General support	Oser Chairman Brugg and Commissioners: Their you for recognizing that 135 through Audo is one of the most congested markey segments in the 20st of Texas. As this serices you added markey or when contact that the Desire of Texas, as Texas as the Contact and the Contact a	See Communit #33 See Communit #8
	Claire Harrison	2/8/2023	Comment Form Email	General support	Date Chairman Bugg and Commissioners: Thesis you for recepting that 1.55 through Audio is one of the most congland enable y segment in the 2xxx of floward floward. As this serices you added enable you will not include the Miss Short of Stead, As this serices you added enable you will not include the Miss Short of Stead, As this serices you added enable you will not include the Short of Stead of Stead and the Short of Stead	One Controvers 48
757 758 759			Comment Form	Phoble Transic Materinolal Transportation General support	Clear Columnian Bagg and Commissioners: Than you for recognizing familities from all the production and congruent makes response, in the Basis of Heava. As this surricus problems can always in the Association, in the Basis of Heava. As this surricus problems are produced in the production of the Association, in the Basis of Heava. As this surricus problems are produced in the production of the Production	See Comment #3 See Comment #8 See Comment #8
	Claire Harrison	2/8/2023	Comment Form Email	General support	Out of Clasmons Ring and Commissioners: Thank you for receptioning that 15 th through Audin is one of the most congulated markey segments in the State of Texas. As this services outlined containing is within the contract of the contract congulated markey segments in the State of Texas. As this services outlined containing is within the contract of	One Controvers 48
	Claire Harrison	2/8/2023	Comment Form Email	General support	Out of Chamman Ring and Commissioners: Their you for receptioning that 135 through Audits is one of the most congested readings regiment in the State of Team. As this secretary additional continuous or their continuous programs are continuous or their continuous c	One Controvers 48
	Claire Harrison	2/8/2023	Comment Form Email	General support	Court Chammen Ring and Commissioners: These you for receptioning familities Shrough hadden is used in the most congested medium prepared in the 20 state of Team. In this service, addeded medium you when a confidence of the court of the cou	One Constraint #8
	Claire Harrison	2/8/2023	Comment Form Email	General support	Out of Chamman Ring and Commissioners: Their you for receptioning that 135 through Audits is one of the most congested readings regiment in the State of Team. As this secretary additional continuous or their continuous programs are continuous or their continuous c	One Constraint #8
	Claire Harrison	2/8/2023	Comment Form Email	General support	Court Chammen Ring and Commissioners: These you for receptioning familities Shrough hadden is used in the most congested medium prepared in the 20 state of Team. In this service, addeded medium you when a confidence of the court of the cou	One Constraint #8
	Claire Harrison	2/8/2023	Comment Form Email	General support	Court Chammen Ring and Commissioners: These you for receptioning familities Shrough hadden is used in the most congested medium prepared in the 20 state of Team. In this service, addeded medium you when a confidence of the court of the cou	One Constraint #8
	Claire Harrison	2/8/2023	Comment Form Email	General support	Court Chammen Ring and Commissioners: These you for receptioning familities Shrough hadden is used in the most congested medium prepared in the 20 state of Team. In this service, addeded medium you when a confidence of the court of the cou	One Constraint #8
	Claire Harrison	2/8/2023	Comment Form Email	General support	Court Chammen Ring and Commissioners: These you for receptioning familities Shrough hadden is used in the most congested medium prepared in the 20 state of Team. In this service, addeded medium you when a confidence of the court of the cou	One Constraint #8
	Claire Harrison	2/8/2023 2/21/2023	Comment Form Email	General support	Court Chammen Ring and Commissioners: These you for receptioning familities Shrough hadden is used in the most congested medium prepared in the 20 state of Team. In this service, addeded medium you when a confidence of the court of the cou	One Constraint #8
	Claire Harrison	2/8/2023 2/21/2023	Comment Form Email	General support	Court Chammen Ring and Commissioners: These you for receptioning familities Shrough hadden is used in the most congested medium prepared in the 20 state of Team. In this service, addeded medium you when a confidence of the court of the cou	One Constraint #8
	Claire Harrison Claire Harrison	2/8/2023 2/21/2023	Comment Form Email	General support	Control Columnian Bog and Commissioners: These you for receptioning familities Strongly Audition is not of the most congested medium prepared in the 20 state. These, is this service, auditional condensy in the Million of the Columnian C	One Constraint #8
	Claire Harrison Claire Harrison	2/8/2023 2/21/2023	Comment Form Email	General support	Successful Support Commissioners That specific recognition (Smith Shift Program Audition is not of this most congested markets response in the State of These. As this surricus problem of continuous part of the state of the second congested markets response in the State of These. As this surricus problems continuous and second co	See Contract #8 See Contract #8 Registrate
	Claire Harrison Claire Harrison	2/8/2023 2/21/2023	Comment Form Email	General support	Sour Channel higg and Commissioners. These you for receptioning familities through hadden is not of the most congested medium pregiment in the "Bates." These, is this service, auditional condensy in their Bates. As this service, auditional condensy is when the commission of the service of t	See Contract #8 See Contract #8 Registrate
	Claire Harrison Claire Harrison	2/8/2023 2/21/2023	Comment Form Email	General support	Control Columnian Bog and Commissioners. These you for receptioning familities Strongly Audition is used of the most congested medium prepared in the 20 state. It is the services published analyses of the most congested control and prepared in the 20 state of The services (and the control and the cont	See Contract #8 See Contract #8 Registrate
	Claire Harrison Claire Harrison	2/8/2023 2/21/2023	Comment Form Email	General support	Comment Comment Stage and Commentaries. Thesis you for receptioning that 1.55 through Audits is one of the most conglisated medium prepared in the Stade of Teaus. As this secretary auditated medium you when Associated, it is writing being you agreed you comprished separed from 1.55 city and prevent from 1.55 city	See Contract #8 See Contract #8 Registrate
759	Claire Harrison Claire Harrison Claire Harrison Commenter Name	2/8/2023 2/21/2023 2/21/2023	Comment Form Ernal VOH	General support	Comment Comment Stage and Commentaries. Thesis you for receptioning that 1.55 through Audits is one of the most conglisated medium prepared in the Stade of Teaus. As this secretary auditated medium you when Associated, it is writing being you agreed you comprished separed from 1.55 city and prevent from 1.55 city	See Contract #8 See Contract #8 Registrate
	Claire Harrison Claire Harrison	2/8/2023 2/21/2023	Comment Form Email	General support	Comment Comment Stage and Commentaries. Thesis you for receptioning that 1.55 through Audits is one of the most conglisated medium prepared in the Stade of Teaus. As this secretary auditated medium you when Associated, it is writing being you agreed you comprished separed from 1.55 city and prevent from 1.55 city	See Contract #8 See Contract #8 Registrate
759	Claire Harrison Claire Harrison Claire Harrison Commenter Name	2/8/2023 2/21/2023 2/21/2023	Comment Form Ernal VOH	General support	Counted Columnate Rog and Commissioners. That you for receptioning familities Strongy housing are of the most congested mediage regionarie, in the Babas of Heava. As this surricus problems from the commissioners of the control of t	See Contract #8 See Contract #8 Registrate
759	Claire Harrison Claire Harrison Claire Harrison Commenter Name	2/8/2023 2/21/2023 2/21/2023	Comment Form Ernal VOH	General support	Comment Comment Stage and Commentaries. Thesis you for receptioning that 1.55 through Audits is one of the most conglisated medium prepared in the Stade of Teaus. As this secretary auditated medium you when Associated, it is writing being you agreed you comprished separed from 1.55 city and prevent from 1.55 city	See Contract #8 See Contract #8 Registrate
759	Claire Harrison Claire Harrison Claire Harrison Commenter Name	2/8/2023 2/21/2023 2/21/2023	Comment Form Ernal VOH	General support	Comment Comment Stage and Commentaries. Thesis you for recogning that 150 Strongly Audits is one of the most conglished medium prepared in the Stade of Teaus. As this services published analyses of the Australia, for the Stade of Teaus. As this services are considerable on the Stade of Teaus. As this services are considerable on the Stade of Teaus. As this services are considerable on the Stade of Teaus. As this services are considerable on the Stade of Teaus. As this services are considerable on the Stade of Teaus. As this services are considerable on the Stade of Teaus. As this services are considerable on the Stade of Teaus. As this services are considerable on the Stade of Teaus. As this services are considerable on the Stade of Teaus. As this services are considerable on the Stade of Teaus. As this services are considerable on the Stade of Teaus. As the Stade of Teaus. As this service are considerable on the Stade of Teaus. As the Stade of Teaus. As the Stade of Teaus. As this services are considerable on the Stade of Teaus. As the St	See Contract #8 See Contract #8 Registrate
759	Claire Harrison Claire Harrison Claire Harrison Commenter Name	2/8/2023 2/21/2023 2/21/2023	Comment Form Ernal VOH	General support	Comment Comment Stage and Commentaries. Thesis you for recogning that 150 Strongly Audits is one of the most conglished medium prepared in the Stade of Teaus. As this services published analyses of the Australia, for the Stade of Teaus. As this services are considerable on the Stade of Teaus. As this services are considerable on the Stade of Teaus. As this services are considerable on the Stade of Teaus. As this services are considerable on the Stade of Teaus. As this services are considerable on the Stade of Teaus. As this services are considerable on the Stade of Teaus. As this services are considerable on the Stade of Teaus. As this services are considerable on the Stade of Teaus. As this services are considerable on the Stade of Teaus. As this services are considerable on the Stade of Teaus. As this services are considerable on the Stade of Teaus. As the Stade of Teaus. As this service are considerable on the Stade of Teaus. As the Stade of Teaus. As the Stade of Teaus. As this services are considerable on the Stade of Teaus. As the St	See Contract #8 See Contract #8 Registrate
759	Claire Hernand Claire Hernand Claire Hernand Claire Manie Claire Kratie	2/8/2023 2/21/2023 2/21/2023 2/1/2023	Connect Form Final VOH Source Ental	General support General support Topic Plants	Community States of Community Commun	See Connect #8
759	Claire Harrison Claire Harrison Claire Harrison Commenter Name	2/8/2023 2/21/2023 2/21/2023	Comment Form Ernal VOH	General support	Section of the Comment of Section (Comment of	See Contract #8 See Contract #8 Registrate
759	Claire Hernand Claire Hernand Claire Hernand Claire Manie Claire Kratie	2/8/2023 2/21/2023 2/21/2023 2/1/2023	Connect Form Final VOH Source Ental	General support General support Topic Plants	Commission from the sign and Commissioners. These you for receptioning familities Strongy housing are will be most congested mediage regionarie, in the Babas of Fleax. As this surricular, additional contents of the second process. The second process of the second	See Connect #8
759	Claire Hernand Claire Hernand Claire Hernand Claire Manie Claire Kratie	2/8/2023 2/21/2023 2/21/2023 2/1/2023	Connect Form Final VOH Source Ental	General support General support Topic Plants	Commission from the sign and Commissioners. These you for receptioning familities Strongy housing are will be most congested mediage regionarie, in the Babas of Fleax. As this surricular, additional contents of the second process. The second process of the second	See Connect #8
759	Claire Meritain Claire Meritain Claire Meritain Claire Music Claire Music Claire Music	3/8/2023 2/21/2023 Cute Received	Email Final Final Final Final	General support Favor Favor Favor General support	Commission from the sign and Commissioners. These you for receptioning familities Strongy housing are will be most congested mediage regionarie, in the Babas of Fleax. As this surricular, additional contents of the second process. The second process of the second	See Connect #8 Fee Connect #8 Fee Connect #8 Fee Connect #8
759	Claire Hernand Claire Hernand Claire Hernand Claire Manie Claire Kratie	2/8/2023 2/21/2023 2/21/2023 2/1/2023	Connect Form Final VOH Source Ental	General support General support Topic Plants	Section of the Comment of Section (Comment of	See Connect #8 Fee Connect #8 Fee Connect #8 Fee Connect #8
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				Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	See Comment #5
763	Claire Parker			Do not widen/no build	Hello,	See Domment #S
					I am a resident of the Chestrust neighborhood in Asstin 1,0000055 TOTAL states for 1,000 and 1,	
					TROOTS TROOTS starts for 1-35 and 10/10/20 Equation. TROOTS TROOTS TROOTS starts for 1-35 and 10/10/20 Equation. TROOTS process in this project in flavest it ignores induced Demant, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modelling is	
					Blased. 10 years of construction for just a few years of congisition relief is NOT worth it. I don't want to use an intenstate highway for my local trips. Respect TuCOT, Austin City Counci, and other representatives to stand up for ms.	
					I expect TxD0T, Austin City Council, and other representatives to stand up for me.	
					Highway expansions DDNT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water polition, safety, and transportation options beyond driving.	
						See Comment #18
				Community alternatives	I am FOR the Rethirds S proposal, a public transit first project, or re-designating another highway such as SH-130 as an intendate.	See Comment #4
764	Claire Ridley			Do not widen/no build	Mobility35 Program Manager Tommy Abrego, 1 am a resident of Austin, 18122.	See Comment #5
					1 am a resident of Austin, 78122. 10 PODE TROUTS plants for 15S and 1 OPPOSE expansion.	
					Team a resident of Audit, TRIZZ. OPPOSE EXCES jets and TS abs and OPPOSE expansion. Have gift and to the junguate expansion and it award graphly impact my neighborhood. The increased traffic, construction and congestion from the junguat which have a great impact on my daily file for years to communicate the property of the contraction of the property of the property of the contraction of the property of the property of the contraction of the property of th	
				Public Transit / Multimodal	I am for expanded public transit within Austin, i.e. additional bus routes and train lines.	See Comment #13
				Transportation	I del not superiodo paste cismos securi Austria, sa. acados de consession de cismo.	See Contract # Add
				Latent/Induced Demand	TXDOT's process in this project is flawed: It ignores induced Demand, construction impacts, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions do not work (the Katy Freeway, as an example). They worsen congestion, air, noise and water pollution, safety, and affect transportation options beyond driving.	See Comment #18
					The state of the s	
				reroute to 190	I also support designating SH-130 as an interstate.	See comment #3
765	Claire Sexton			Air Quality/Noise	There needs to be greater measurements of air quality during this "environmental" review.	See Contract 834
765	Creme Sestion		MyCapEx Website - Comment Form			
			Comment Form	Water Quality	Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)	See Comment #125
766	Claire Trochu			Do not widen/no build	Mobility35 Program Manager Tommy Abrego, My same is Guiler Torolu. Tim a citizen of Dullak, Teass, and I oppose TXDDT's plan for the highway expansion of i-35. As a Teasn citizen, I expect TxDDT, Austin City Council, and my other representatives to stand up for me.	See Comment #5
					ney review as usere incomu. I'm as crusen of Datast, Teasa, and I oppose TXXOT's plan for the highway expansion of I-30. As a Teasin citizen, I expect TXXOT, Assa's City Council, and my other representatives to stand up for me.	
				Latest Reduced Passes	Married Name and the William In the Control of the	No County 419
				Latent/Induced Demand	Historically, highway expansions have NOT worked in the long-term, and TiOOT has not shown substantial evidence that this expansion will reduce highway congestion in the long-term.	See Commant #18
				Public Transit / Multimodal Transportation	Instanct, the city of Austin and TsDOT should invest in public transportation to reduce both highway congestion and	See Comment #13
				Air Quality/Noise	envisormental impacts.	See Comment #34
767	Clake Heidrick	3/3/2023	VOH	General Support	I am in succord of the Preferred Build Attemptive because is will enable the maximum throughout of vehicles and is most responsive to the constructive susteesions of which I am aware that have come from	See Comment #S
					The in agricult of the Publicus Back Backers (build because a set much the national transplayout of which and in any agreement to be controlled an agriculture of which it is asset that for once from a registration of the real final transplayous and the lower and in the multi-final transplayous and the lower and in the multi-final transplayous and in the lower and in the multi-final transplayous and in the lower and in the multi-final transplayous and in the lower and interest and in the lower amangal language and in the lower and interest and in	
					securi mes up numes nor come projects and masse the managen sense work more emissions; including an acceptant most on the managen sense work more emissions; including an acceptant most on the managen sense and important period of interestate Highway System and will comprise much without our region in the doing with Project Connect.	
					Dear I-SS Capital Expensi Central Project Team, I am a neighborhood 2, which is a neighborhood at the intersection of Airport Bhrd and I-SS. I am an active transportation user whenever possible.	See Comment #5
					I am a resident of Dehmod 2, which is a neighborhood at the inferraction of Apport Bird and 3-33, i am an addree transportation user whenever possible. I reject the premise that we need to expand the 155 Highway: Expansion is not justified, equitable, or recessary. The traffic projections used to justify the expansion are ridiculous in the face of real life data that indicates that traffic on I 35 has been at approximately the same level for 20 years. Furthermore, the traffic modeling used in this DEB is consistent and overrequirates former traffic.	
					been at approximately the same level for 20 years. Furthermore, the traffic modeling used in the ICES is condisted and coverationise future traffic. Equanding this highway accomplishing that the opposition of this aim. Furthermore, while ToOOT his expressed design elements to make the lightway accomplishing that the opposition of this aim. Furthermore, while ToOOT has expressed design elements to make the lightway accomplishing that the opposition of this aim. Furthermore, while ToOOT has expressed assign elements to make the lightway accomplishing the opposition of the same elements have been included in	
					arreas north of Airport Blvd, a less gentrified, more racially diverse area of the city. Expanding the highway continues the highways' history of racism and segregation into the 21st century.	
					Name is a solid color of the sol	
					Under the current configuration of 1.55 and Arpport Bhd, it is safer and more confortable for me to travel by any means, including car, to the faither grocery store on 51st street, inclead of the Hancock HEB, which is technically closer, but would require me to cross both 1.55 and Pirorst Bhd. The alternatives consocied by 1500T do not make it existed in cross both 1.55 and 1.55	
					Algorizand L3S if you are not in a cust by increasing the number of lanes at Algorit, and requiring a pediestrian to travel significantly out of their way. There is no reported in the increasing the number of lanes at Algorithm and the production of the productio	
					Table is a sum y execution in the proposed a posteritaria turnel as a mean for crossing flow proof at the highway. I do not want to use a belong paste or crossing, out of sight of anyone else around, especially coming home after dark, a common occurrence during the winter.	
				Do not widen/no build	Apport and 10 % you are first a cost by receiving the motival of all and a played, and or equivalently apport and the property of the property	
					then all TuDOT has accomplished into actually increase the potential "conflict" between read users. Another motive since for residented in Dubund 2 is the aermoid of nor of the forward recommend one of the forward recommendation of the forward re	
					situation more difficult. In conclusion, I would also like to express my support for the letter submitted by NCNC, and all the letters submitted by NCNC's member neighborhoods. Our neighborhoods are severely impacted in many	
					IN CONCUSSOR, I MOUSE also liste to express my support for the letter authorisated by Nu.INC., also also the letters authorities by Nu.INC. is member suggestenesses. Our suggestenesses are severely impacted in many	
768	Clare Glinka					
				Latent/Induced Demand	And TADOT has repeatedly refused to take into account the demand induced by expanding Fighway capacity. TADOT should redo the traffic modeling with more realistic numbers and actual state of the art	See Comment #18
					Toalfic modeling before claiming any measure highway expansion is required.	
				Bassa T	In the face of accelerating climate change, there is no justification for increasing the incentives to use personal cars by expanding the highway system, a major source of all kinds of air pollution, including	See Comment #33
				Multimodel	In the lace of accusesting climatic chargis, there is no publication for increasing the incentives to use personal cars by expanding the highway system, a major source of all kinds of air pobutos, including carbon. We should instead be incentividing more efficient transportation systems. And finally, expanding the highway is in direct contradiction to creat dhe stated aims of the project.	
				Transportation	And finally, expanding the rightway as in direct contradiction to one of the stated aims of the project.	
				East/west connectivity	The project claims to want to increase connectivity east to west across the city, and to ameliorate the racist segregationist history of the highway.	See Comment #20
				Bike/ped safety		See Comment #30
					As examining read as paths for criming for highery of this interestion are also an examine of ECOS individues design for pathsections and cyticals. The paths is no individue and entire and examining a facility of the pathsection of the paths	
					The grant grant or the state of the grant grant or the state of the grant grant or the grant gra	
769	Clare Leddy			Do not widen/no build		See Comment 45
					Mobility35 Program Manager Tommy Atrego, 201 businesses, resistences and properties are marked for potential displacements. This includes losing 625 jobs. 16w in south Austin now and are moving to the Cherywood neighborhood soon. Traveling 155 is a rightness and the number of series is understanded. Surely post losing this Please reconsider this plan and come up with scentaling that will actually help the citizens and businesses who live and do business here.	
				Air Quality/Noise	These bases, in addition to the hell on earth that the construction alone will be (10 years of 177) plus the increased pollution are not worth what will be a short term solution at beet.	See Contrient #34
				Reroute to 130	Why not expand 130, reduce the tolls for commercial vehicles and get them off 135 through Austin?	See comment #3;
				Latent/Induced Demand		See Contract 8.25
					Adding laines for traffic will just result in increased traffic.	
				Public Transit / Multimodal Transportation	What Austin needs is more efficient bus service and more mass transit like high speed rail.	See Comment #23
770	Clarra Moore			Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	See Comment 45
					Mobility55 Program Manager Tommy Abrogo; Lama residence of Audio for cert pi are immortate but my lamby has been here for well over 20 years. This is cur home now, I am against the expansion of the the internative highway 35.1 believe funds towards this project could be internative studied for immortant programs. Please excessible this project, out do not need to be a city dominated by its highways.	
					and the state of t	
				Air Quality/Noise	The environmental effects and	See Comment #34
				Public Transit / Multimodal Transportation	The effects this could have on public transportation could also leads to negative impacts.	See Comment #13
				Transportation		
224	Charles Assess	1/00/00000	M.Co.efe.	Business A	This project is consequence and such while the immedia excite to other Will read a society of the Law Star (this Law Star (thi	On consent #1
771	Claudia Garcia	1/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	This project is unnecessary and won't solve the issues it seeks to solve. We need a revival of the Lone Dar Rel proposal to provide a necessary and useful connection between Texas cities via railway.	See comment #1
771	Claudia Garcia	1/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	This project is unrecessary and won't solve the issues it seeks to solve. We need a newhalf of the Love Stor Reli proposal to provide a necessary and world connection between Texas cities via railway.	Sea commer(#1
771 ID	Claudia Garcia Corresenter Name	1/20/2023 Date Received	MyCapEx Website - Comment Form Source	Regional Connectivity Topic	This project is environmentally and early taken the assess it wish to be need a revised of the Lone Star Red proposal by provide a recommany and useful connection between Teas order us analyse. Comment	See connect #1 Response

					Dear Chairman Bugg and Commissioners: Takes win for nonephisor that It's through such in one of the most removated residuous seaments in the State of Texas. So this serious confined residuous is often not less than 18 year of Texas. All Texas of the residuous seaments in the State of Texas.	See Comment #8
					Data Chainman Bragg and Commissioners. This legs for Proceedings and 25 Smoothy, Audits in one of the most congested modewy segments in the State of Tessa. As this seriously additional modewy is other calculated that blaim Street of Tessa, all Tessas should call for bold and decisive section 15 secretarist this collect section 15 or individuous into an observable and all commissionable read-only and an investment growth was recognized in our growt 25 sec. Accordings, In an write growth sequences, or complex conform the 3-15 Scopie (these collect and deposits septiment of proceedings of the sequences).	
772	Claudia Scott	3/7/2023	Email	General support	Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. There's you for your consideration of this request.	
	CIRCUIT SCOT	4,7,222	Linai			
						See Convenient # 20
				East/West Connectivity	he ToCOT LOCO; Intellial can writing by appearing opposition to equating (3.5 brough downtown Audin. The options presented by TDCOT are insidequate to meet, the opressed reeds of the Audin community, Wa cannot and about not settle for lead We need a solid on that view of the Audinoss. Here are some component of what that solidons should loss like: "Each used consider, but had a leader each of a feed and a solid on the settle each of the Audinoss of the Audin	See Comment #20
					solution that works for Austrinies. Here are some components of what that solution should look like: * East-west creating should be an least even / 2.4 mile. **Test-west creating should be an least even / 2.4 mile.	
					* All non-high speed readweys in Austin should be designed for 25mph and be safe for all road users.	See Comment # 395
773	Clayton West	220,000		Latent/Induced Demand	* Experision is not the best way to use additional space, and other elements as presented in the alternative experision plans independent below should be given priority consideration. This is because experision will could be for microproteinal plans in elements and in the contract of t	See Comment #18
	,				research backs this up. Therefore, expansion should be done minimally and not at the expense of other elements that will improve the space for Austinities	
				Bike/ped safety	* I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling, I want safe, pleasant, and walkable and biskelble streets and confidors.	See Comment #30
				Commu	* To want community-oriented afternatives to expansion, and want concepts such as Reconnect Austin and RethrickSS, to be faily studied.	See Comment #4
				nity	It want community-oriented alternatives to expansion, and want concepts such as Reconnect Austin and Retrink'SS, to be fully studied.	See Comment #4
				Wis		
				Racial justice	*I want the racial and economic segregation created by 1.35 to be addressed and undone to the maximum extent practicable	See Comment #3
774	Cleo Chaney			Do not widen/no build	Material Program Manager Tempor Services (1994). In an industry of American Services (1994). In an industry of American Services (1994). In a security	See Commant #5
					worsers many others to an extreme. It would greatly increase fatality on a highway which already is the place of 25% of Austin's car crash deaths. It would increase our reliance on cars, a deadly, climate unfriently, expensive, inaccessible	
					commodity, forcing people who cain't always afford it to spend missione around of money to get arrywhere. I demand for TXDOT, Austin City Council, the Traives Courfly Commissioners Court, and all of my other representatives to stand up for me, and urgs them to consider other alternatives, such as Rethrist\$5 or Reconnect Austin.	
				Latent/Induced Demand	The supposed benefit to expansion is reduced traffic despite the fact that it has been proven again and again that widering highways induces demand and results in more driving, as with the Katy Freeway in Houston and its infamous failure.	See Comment #18
				Air Quality/Noise	This expansion would lead to higher pollution it skirted environmental regulations by dividing the project into three smaller projects, an underhanded way to avoid responsibility to the climate.	See Comment #34
				Plantal instine		See Comment #3
				Parcen Juli Dol	It would displace doesns of residents and locally owned businesses, many of whom are low-income people of color. It would reinforce a racial and class divide which has existed for almost a century, widening the gop between East and West Austin and making it almost impossible to cross on foot.	
				Business/residential displacement	It would take up massive amounts of incredibly valuable land that could otherwise be developed into residential or commercial uses, depriving us of housing during a housing criss and economic growth.	See Comment #21
775	Cody Coe	2/18/2023	MyCapEx Website - Comment Form	Business/residential displacement	From the property at 1009 E. 43xd 95, and do not want to be condermed. I have been working on getting the property up boned for a multi-family project with an affordability component. Took forward to hearing back from someone about my concerns - or is this comment going into a black hole and will never be acknowledged?	See Comment #21
			Comment Form		neering back from someone about my concerns - or is this comment going into a black hole and will never be acknowledged?	
					Market Control of the	See Comment #5
					Mallo- My ranse at Break Wheeler Cox, III and I girby Cox; I form the properly at 1009 E. 43xt 9x, and I am in the considerant for condemnation due to the expansion of 135 through downtown Austin. I support the recombination of 135 within its current factors. I am opposed to the selection of 0.55 within the condemnation of 135 within its current factors. I am opposed to the selection of 0.55 within its current factors. I am opposed to the selection of 0.55 within its current factors. I am opposed to the selection of 0.55 within its current factors. I am opposed to the selection of 0.55 within its current factors. I am opposed to the selection of 0.55 within its current factors. I am opposed to the selection of 0.55 within its current factors. I am opposed to the selection of 0.55 within its current factors. I am opposed to the selection of 0.55 within its current factors. I am opposed to the selection of 0.55 within its current factors. I am opposed to the selection of 0.55 within its current factors. I am opposed to the selection of 0.55 within its current factors. I am opposed to the selection of 0.55 within its current factors. I am opposed to the selection of 0.55 within its current factors. I am opposed to the selection of 0.55 within its current factors. I am opposed to 0.55 within its current factors. I am opposed to 0.55 within its current factors. I am opposed to 0.55 within its current factors. I am opposed to 0.55 within its current factors. I am opposed to 0.55 within its current factors. I am opposed to 0.55 within its current factors. I am opposed to 0.55 within its current factors. I am opposed to 0.55 within its current factors. I am opposed to 0.55 within its current factors. I am opposed to 0.55 within its current factors. I am opposed to 0.55 within its current factors. I am opposed to 0.55 within its current factors. I am opposed to 0.55 within its current factors. I am opposed to 0.55 within its current factors. I am opposed to 0.55 within its current factors. I am opposed to 0.55 within it	
				Do not widen/no build	rocognini. I aim opposes to time receiving or term reviewy error Studi the condemnation of my property at 1039 E. 4.35d St Thank you for your time and consideration.	
776						
776	Cody Coe					
				Business/residential displacement	Please leep the freeway in its current right of way and do not condemn my property. I have plans to develop the property and with the city of Austin relaxing building guidelines to increase density and incentrizing affordability, I can get more units on the lot and provide some affordable housing for the city of Austin.	See Comment #21
					Incentivizing affordability, I can get more units on the lot and provide some affordable housing for the city of Austin.	
777	Colby Boyer		M.Cooks Website		No. has been been a control to a control to the further series on it is a control market in control to a cont	See Comment 45
	COLLY LICHE		MyCapEx Website - Comment Form		The transportation instituted in Security of the Security of Secur	James December 9-2
					Traffic predictions by TibODT and other state DOTs instrucially have over projected the amount of traffic for the past 20 year. Downtrown Austria is underginging an intense economic transferration in intense of both residential and commercial/office development, including the on-going construction of the two tablest buildings in Texas. TibOT's plans should complement the	
				Do not widen/no build	on-ging growth downtown by building transportation that local traffic moves efficiently through the city and matches the urban and dense character of the city. At the work local TNMT sheet for any following the relation and recommend relationship active in the relation and the	
				DO NO. WIDELY HOUSE		
				Latent/Induced Demand	As traffic increases, commuters will find other alternatives to avoid the traffic. So the benefit to building the freeway is less than projected. Secondly, freeway expansion projects on this scale typically come back to the same level of congistion within a few years as excess capacity is filled. In general the commute does not significantly improve and things are back at square one.	See Comment #18
					back to the same level of congestion within a few years as excess capacity is filled. In general the commute does not significantly improve and things are back at square one.	
				Reroute to 130	TOO should assign to engine the the assessed within 1851 and 1861	See comment #3
					TADOT should seriously consider input from the proposals written "Retlieix 55" and "Reconnect Audin." They are focused on how to move thru-traffic and truck traffic out of the downtown core to SH- 130/183 and to reclaim the land occupied by i.35 to mixed use commercial/residential, local traffic and public transportation.	
778	Colby Soden	3/6/2023	Email	Do not widen/no build	Mobility55 Program Manager Tommy Abrego, Highway explinisions DONT work. They worsen congestion (as we saw with the Katry Freeway), air noise and water politizion, sakey, and transponantion options beyond driving.	See Comment #5
					I took the 130 foll road this morning to go to South Austin. Had the 35 toll lane been available, I would have taken it, adding my noise and air pollution to central Austin and decreasing quality of life ever so	See comment #3
		1			Took the 130 toll mad this morning to go to South Audin. Had the 35 toll law been available, I would have taken it, adding my roise and air pollution to central Audin and docreasing quality of life ever so waight for fit	
		1			more done to facilitate walking or riding furnit, the less people will get in their cars. Of course the real reason I have to live in pflageroid in instead of control live in standard or live in the pflageroid in stated of control live in the standard or live in the sta	
779	Cole Gramling	3/7/2023	VOH	Reroute to 130	bigger reads I guess. You better take care of the park at lady bird lake and leave it better than you found it.	
1					A STATE OF THE STA	
780	Cole Whiteker	3/7/2023	Email	Latent/Induced Demand	Mobility55 Program Manager Tommy Atrego,	See Comment #18
					Toppose expending 1-55 Highway expension is proven to not solve a thing, and the lest thing audin needs is bigger highways with higher congestion. There is nothing expanding this intenstate would solve beyond the very short term	
781	Cale Wilson	2/8/2023	Email	General support	Date Chairman Bugg and Commissioners: Tham you for recognizing that 155 through Austin is one of the most congested roadway segments in the Date of Texas. As this seriously outstand reachesy is offer could be that Mark Street of Texas, a Texas solvoid soll for the Sea of section three soll of mission before the section of mission services and the section of the section three solutions are possible to the section of the sec	See Comment #8
					Accordingly, I am writing today to express my complete support for the 13S Capital Express Central design as proposed by TADOT. Thank you for your consideration of this request. Code William Managing Obviours Standards Central Persons	
					As I understand II, the proposed construction on I-35 is threatening displacement of about 100 local businesses, including West China Tee House, a business in which I am particularly concerned. I request	
782	Coleman Wylie	2/16/2023	MyCapEx Website - Comment Form	Business/residential displacement	As I understand it, the proposed construction on 155 is threathening displacement of about 200 local businesses, including Weet China Tea House, a business in which I am particularly concerned. I request the planning controlled the highesy such that in maintain alsel and ask table businesse operation. Crit displacement is to unavoisable, that businesse operations incurred by displacement be fully the planning committee adjust planned construction to the highesy such that in maintain alsel and suit abble businesses operation. Crit displacement is to unavoisable, that businesses operations incurred by displacement be fully the planning committee algorithms and the survivale and the planning of the planning committee and the planning of the planning committee and the planning of the planning committee and the planning comm	Sas Circents #21
					the planning committee adjust planned construction to the Highway such that small business can maintain safe and stable business operations. Or, if displacement is unavoidable, that business expenses incurred by displacement be fully compensated by the Department of Transportation, or similarly culpable agency.	
					M-TADOT TADOT,	See Comment #S
783	Colin Ingarfield	2/23/2023	Email	Do not widen/no build	halid. Expanding LSS through downtown Austin will only make a bad transportation situation worse. A wider, faster LSS will only increase pollution, traffic, and road deaths. Groups like Recornect Austin and Rething SS have lots of ideas that should be explored, instead of mindeally wideling yet another highway.	
103	Court angermend	-,,	LAMI.		acquired, visibadid of rendessity widening yet another highway.	
704		3/7/2023		Reroute to 130		Su consult S
784	Cotin Lowry	3/7/2023	MyCapEx Website - Comment Form	Mercute to 130	Could there be a defined time parted that would be considered statistically agrificant wherein all large trude could use 59 130 toll five and we could measure the impact on 35 mobility? Likewise, which at the same time, or in another acid, determine or borniors US deview to evaluit betwo to see \$1.30 toll five. Again, reasons the impact on 35 braids. The concern in that we always built are understated alterative to 55. Could visible use the same of the sam	SAME CONTINUES & S
					The concern is that we have already built an underutilized alternative to ISS. Could we delay an ISS expansion and even save millions of dollars if there was any possible way to de-Iotil S4 130?	
					Dear Chairman Bugg and Commissioners:	See Comment 48
					Dear Chairman Sugg and Commissioners: Think you for recognizing that LSS through Austin is one of the most congested readway segments in the State of Texas. As this seriously contribute readway is often called the Main Street of Texas, all Texans should call for boild and decisive action to brandom to include short should be influenced in the confidence of the contribute of the contribut	
785	Colin Parker	2/9/2023	Email	General support	action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TuDOT. Thank you for your consideration of this request.	
1	Com randi	-, -,	Lines			
		1				
786	Colleen Pryke	1/31/2023	MyCapEx Website	Regional Connectivity	I want commuter rail between Austin and San Antonio. It's needed. We are the 7th largest US city.	See comment # 1
100		-,-,,,,,,,	MyCapEx Website - Comment Form			
202			Land Company			
787	Colton	1/19/2023	MyCapEx Website - Comment Form	Megional Connectivity	We need a high speed rail between Austin and San Antonio. Adding a highspeed rail would be the equivalent of adding 10 lanes of highway.	DAME CONTENTING # 1
1		1				l l

768 Colton Hall	210,000				
				Good siftemoon, I should like to comment that 35 should not be expanded. Doing so will make things slightficintly worse and negatively impact the economy. I hope yiell actually think this through instead of expanding like everywhere (and it hasn't been reality	See Comment #5
				Door delinence. Local list to comment that 35 should not be expanded. Doing so will make things significantly worse and negatively impact the occurry, I hope yiel actually think this through instead of expanding the everywhere (and it heart been really good. There agond day.	
			Bury/turnel	I think it would be bitter to downsize 35 and put it underground than build a beautiful boulevard and rail system where 35 is now. This would increase capacity significantly (do to the rail, and covers both	See Comment #25
				long distance travel (under ground), short distance travel (boulevand), and medium travel (rail/bus).	
ID Commenter Name	Date Received	Source	Topic		
ID Community Name	Date Necessed	Source	Topic	Commend Bogg and Commenserate. These year's recognizing (but 125 Strough Audin to one of the receive conjugated marketsy segments in the point of Fears. As this seriously audited marketsy in the point of Fears. As this seriously audited marketsy in the point of Fears as the received provided in the point of Fears and the point of Fears as the Pears and the point of Fears as the Pears and the	Regional
				Date Chairman Bugg and Commissioners: Thank you for recognizing that 1-55 through Austin is one of the most conglusted an acutavey segments in the State of Texas. As this seriously outstand readway is often called the Main-Peter of Texas, and Texans should call for both and decision earlies or territorin this critical state that the first order or readway that are propriet and immense growth we are operationing in our great State.	See Comment #8
				Accordingly, I am writing today to express my completes support for the 155 Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this request. Sent from Mali for Windows Conner N. Turner, J.D. Vice President, Poor Clering Commercinal Express Mentage (Early Auditor, Inc.).	
				Harring/Else/Austin.com WRIE FRALD WARNING. Due to increased risk of their by either firest, Heritage Title Company must enter Wite Instructions by encrypted e-mail only, Our Wise instructions DD NDT CHANGE as consisted any communication to change them as fixed-desired. Plasses call but or closing to leave it sent to change them as fixed-desired, Plasses call but or closing or desired. Plass or desired. Plass of the plass call but or closing or desired. Plass of the plans of t	
				your continuing right/desire to wear a mask. Masks are no longer required to enter a Hartage office, but would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling ill or if you have feeling ill or if you have feeling it or if you have not been vaccinated.	
789 Conner N. Turner	2/7/2023	Email	General support	not be you have ceen in guess of surprise of surprise groups of surpri	
				ant/or its clients. Any confidentiality or privilege is not valued or lost, because this versus in any confidentiality or privilege is not valued or lost, because this versus in this been sent to you in error. If you are not the introduct recipient, you are network profitant that you have received this email in error paid disclosure, discissioned, discissions, discissioned, discissioned, discissioned, privilege is not introduced in the received this email in error, pelested the privilege is not introduced by reply or by the privilege is not interest and that any review, and the privilege is not introduced in the privilege is not any review. deleted this email, and destroy all copies and in error, pelested, by reply or by the privilege is provided. If you have received this email is not contributed. If you have received this email is not contributed. If you have received this email is not contributed. If you have received this email is not contributed. If you have received this email is not contributed. If you have received this email is not contributed. If you have received this email is not contributed. If you have received this email is not contributed. If you have received this email is not or an email is not contributed. If you have received this email is not contributed. If you have received this email is not contributed. If you have received this email is not contributed. If you have received this email is not contributed. If you have received this email is not contributed. If you have received this email is not contributed. If you have received this email is not you have received the email is not you have received the profit of the	
				any attachmens. Thank you for your consideration.	
790 Connie Haham	3/1/2023	Email	Noise	MobilitySS Program Manager Tommy Aznego, I can invest year 155 malfs from my North University's neighborhood. The thought of this suply, noisy, polluting, oversided highway coding us a fortune and segurifing even more of our city while not alleviating statistic in the loss of the in 3-Dot management, No Doort list in Success. This list I Mostore. This list I Mostore. This list I Mostore. To list in 15-A present and on spain for the insurance and no in osality of life.	See Comment #60
				I can it reason sease? So where the reason of the season is the season is the season is the season season is the season season season is the season is the season season is the season season is the season s	
791 Corner	10100	MyCapEx Website -	Do not widen/no build	After reviewing the proposed plan, I strongly encourage TxCOT to move forward with an alternative that prioritizes safety/ease of mobility for local traffic (vehicular and otherwise) over expansion of i-SS.	See Comment #5
		Comment Form	East/west connectivity	The prosperous critics of the future will be those that encourage affordable housing urban mobility, and inviting public spaces. While highway expansion may alcassably alleviate congestion 135 in the about- term, cleaving a votion goal through the mobile of the city is incomputable with future prosperity. Our opportunity to envision transposition intraduction that will state another 6th years or more in now, and I	See Comment #20
				term, cleaving a wider gight through the middle of the city is incompatible with future prosperity. Our opportunity to envision transportation infrastructure that will last another 60 years or more is now, and I urge 1000 to craft a more forward-looking plan than the one proposed. Thank you.	
				single states in cases at these to restrict control of the proposed.	
792 Connor Lynd	3/7/2023	Email	Do not widen/no build	MobilityS Program Manager Tomny Kango, As a resident of Austra (young progress you neithin this decision. Austra needs to move forward with investment in public transit and alfordable mixed used development, not flawed development patterns of more traffic and car based design. This is a flawed open for that the authorized brokened Comment. Please help us more forward and adapt to the changing climan, not the past.	See Comment #5
				Dear Chairman Bugg and Commissioners:	See Comment #8
				Date Channess Bagg and Commissions: The Author of the Auth	
793 Connor Matthews	2/11/2023	Email	General support	Accordingly, I am writing today to express my compate support for the I-35 Capital Express Central design as proposed by TxD01. Thenk you for your consideration of this request.	
794 Cornor Witt	201,010	VOH	Do not widen/no build	After reviewing the proposed plan, I strongly encourage TxCOT to move forward with an alternative that prioritizes safety/ease of mobility for local traffic (vehicular and otherwise) over expansion of I-SS.	See Comment #5
			East/west connectivity	The prospersion critics of the future will be those that encourage affordable housing, unban mobility, and inviting public spaces. While lightway expension may declarably allivate congestion 135 in the altertime, cleaning a value gash through the middle of the city is in compatible with future property. Our opportunity to envision thereportation infrastructure that will leaf another 60 years or more is now, and I upply RCOT could are not invaried being after that the case a proposed in this year.	See Comment #20
				form, classiving a violar giant through the media of the city as incomputable with future prosperity. Our opportunity to envision triansportation infraistructure that will laid another 60 years or more is now, and 1 urgs 15/20 to contain a more forward-closing giant has the one proposed. Thank you.	
795 Corey Hall	1/12/2023	Email	General support	Dear Chairmen Bust and Commissioners: There's you for recominant that I-35 though Austin is one of the most consisted readway segments in the State of Tesas. As this seriously outsided madway is often	See Comment 48
				Date Chairman Bugg and Commissioners: Their you for recognising that 135 through Justin is one of the most congested readway segments in the State of Teas. As this seriously outsided madesy is often could be filled. State of Teas, and the State of Teas, and Teas and a disconnectable the regular of the state of the State of Teas, and Teas and a disconnectable the regular of the state of the State of Teas, and Teas and a disconnectable the regular of the state of the State of Teas and Teas and the State of Teas, and Teas	
				Dear Chairman Bugg and Commissioners:	See Comment #8
798 Coney Martin	2/8/2023	Email	General support	Date Comments begind of Commentance and Application of Comment	
	2,4,212	Lines		Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this request.	
796 Corey Martin					
	3/1/2023	Email	Bike/oed safety	You need to do a better into of considering pedestrian and broads traffic that needs to cross the histoway as you think about the 835 separation. The connection between East Austin and downtown is	See Comment #30
796 Corey Martin 797 Corey Pudhor onsiev	3/1/2023	Email	Biks/ped safety	You need to dis a helder glid of considering predication and logical helder that needs to cross the lightway as you trivis about the \$55 expension. The connection between East Audits and directions is secential to maintain and find trutfic is gaing to continue to be a big part of what connects our cities please reconsider some of the considers to make it more finendly to non-vehicle buildir.—Consy Const International Const	See Comment #3D
	3/1/2023	Email	Bike/ped safety	Tow most to due, before yith of considering positions and broyals sufficient reads to creat the laptimaps as you that allow the 525 separates. The connection before the fact Audit and discretion is connected to the connection of	See Comment #30
797 Coney Puthor odsky		Email			See Connect #30
	3/1/2023	Ernail MyCapEx Website - Comment Form	Bisa/pad safety Beroute to 130	To most to do a before pile of consistency predictions and brogets while that meads to rouse the highway as you third about they \$25 separation. The connection before the face Audits and discretions is essential mentals and four traffic is giving to continue to be a big part of what connects our closes please reconsider some of their connecting to make it more feeting to move which to stiff Conny Conny Husbrard Services and the connecting to make it more feeting to move which to stiff Conny Conny Husbrard Services and the connecting to make it more feeting to move which to stiff Conny Conny Husbrard Services and the connection of the connection of the connection of the stiff Connection of the connection of the connection of the stiff of the connection of the connection of the stiff of the stiff of the connection of the stiff of the stiff of the connection of the stiff of the stiff of the connection of the stiff of the stiff of the stiff of the connection of the stiff of the stiff of the stiff of the connection of the stiff of	See Comment #30 See Comment #30
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				Public Transit / Multimodal Transportation	In order to alleviate congestion, this plan must be accompanied by Austin expanding mass transit.	See Comment #13;
				Bike/ped safety	this plain must be accompanied by Austin expanding mass transit and building more safe corridors for bicycles.	See Comment #30
				Reroute to 130	Truck traffic should be moved off of \$35 and out of Central Austin (e.g. to 130).	See comment #3
806	Craig Bobchin	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	I would love to see a rail line between San Antonio and Austin. It would make my trips to Austin much more pleasant and quicker, as well as more frequent.	See comment #1
			Comment Form			
807	Craig Enoch	2/13/2023	Email	General support	Dear Chairman Bugg and Commissioners:	See Comment #8
					Table Channels Bug and Commissioner. An Commissioner of the Commi	
					the major impact Austin companies have on technological innovations on a global scale. This has resulted in high traffic into, through, and out of the city.	
					This is project to the Volgenia Capital Capital and against an experimental and against a second and against a second and against a second	
ID	Commenter Name	Date Received	Source		Comment	Responses
					I live near Riverside and USS. I own eight businesses in Downtown Austin. I know this highway like the back of my hand and use it daily. First, there is no worse plan than running a country-long intensiate through a densely populated Downtown. Please point to a major US City that has that and it works.	See Comment #5
					Second, Your presentation said it - it's all local traffic. Make 125 a local traffic road, connected to the communities it travels through and take the traffic around the Oty, ecc through the middle of it.	
					Your presentation said it - its all local traffic. Make ISS a local traffic road, connected to the communities it travels through and take the traffic around the Oty, not through the middle of it.	
				Do not widen/no build		
808	Craig Staley	6-00/0000	VOH			
				Business/residential displacement	Thirdy, after you've spect 3X your current toudget, 15-20 years of time and destroyed neighboring properties along the efficie route. when all of that has occurred and it's open for business, it will be flooded with got located builties on the first day and we will be then activated exactly nothing, this proper set in in the City, deating the property centers who will bose horness and businesses, and ruin the owners of many planness are degreed as the United builties after the foreign centers of many planness are degreed as the United builties of the property centers.	See Comment #21
					careers of many planners and engineers who will experience the ultimate failure of this project first hand.	
					Making Singhous Manager Browny Groups. Assuring Singhous Manager Browny Groups. Assuring Singhous Manager Browny Groups. Assuring Singhous Manager on Seven Singhous Manager Manage	See Comment #5
					I necessity staffed making more brives into Audien from insolute interested in entire the operation of the o	
	1			Do not widen/no build	Prinally if you remove non-local traffic it will free up space for a better boulevard through Austin with effordable housing, local businesses, dedicated bus lanes, wide sidewalks, and protected bicycle lanes.	
	1					
809	L		-	Latent/Induced Demand	Expanding I-SS will only recision congletion, just like Houston's Kully Freeway expansion did.	See Comment #15
809	Criscelda Curry				Equirding 1-35 kill only senses congretors, just like Hosston's Kaly Frasewy expansion did. Their Month removing (Inland. By winding non-cost unific extend Audin Institut of through it. By winding non-cost unific extend Audin Institut of through it. By winding non-cost unific extend Audin Institut of through it.	
	1				y and a second or	
	1					
				Reroute to 130	Audin doesn't need an intensiate highway going through the city's heart. Non-local traffic should be incentivised to instead use existing highways such as SH 130 - like I-35 does in at least 14 other Texas cities.	See comment #3
	1					
810	Cristina Cordoba	1/26/2023	MyCapEx Website - Comment Form	General support	Date Chairman Bugg and Commissioners: Thank you for your support to address 135 through Austin in a comprehensive materia. This shetch of highway is nationally ranked as the 15th worst for traffic congolidors and 5th worst in the statist, 135 through Austin is overall for impossioners in new times and 5th worst in the statist is 135 through Austin is overall for impossioners in new times and 5th worst in the statist according on a confirmate to thinks. I write in support of the 135 Capital Express Central colleges a proposed by TOC. This know, but you for puri disclosion to serving the oldsman of feature.	See Comment #8
			Comment		Degrees Central design as proposed by TxDDT. These to the control to serving the citizen of Teach.	
811	Cristina Ramirez			Do not widen/no build	Widening I-35 through Audin would be a disabler.	See Comment 45
					Middering 135 through Audin would be a disaster. And it wouldn't war fix congested my plot term congested gains would encourage more people to drive until congestion was as bad or worse before. When TsOOT widered Houston's Kisty Freeway to 23 were, warrage pass' or projector times reset by 4/OF. Expect a similar result in Audin. The congestion is the second of the congestion times result in Audin.	
				Air Quality/Noise	It would waste over \$7 billion of public money to worsen noise and air pollution, increase cnaines, and	See Comment #34
				dimete change	hadden climate change, while doing little or nothing to improve alternatives to driving.	See Comment #S1
				Do not widen/no build	In Indian Control Cont	See Comment #5
					I am writing to you today to express my opposition to 1.55 regularities. Empirical invidence suggests that adding more lanes to the high region of the TDDT details empirisely invidence that the more control to the control of the co	
					failures across the state.	
				community alternatives	has been suited which are the effect of an existing consistent and an existent from the order to be found to the first of the effect of the ef	See Comment #4
812	Cristina Romero			,	As an Austin resident who has seen the effects of our quickly growing population, congested highways are my least favorite part about living here. We need investment in other forms of transportation such as public bases, trains, biking paths, or sidewalks, all of which reduce our carbon footprints, pollution, and congestion. I believe that what truly makes Austin stand out from other metropolitian areas is our greenery and focus on fiving amongst	
					Makes. This These projects are boy (seen, capital internate, and necessarias a transformation of our informations), these commissions are not much different from the proposed apparatum. I reprise you to meet a remissipant fallow where commonly internation was excessarias, reflectable, and even preferable to included any our to the commonly internation and excessarias, reflectable, and even preferable to included any our to the commonly international excessarias. The common international international common international common international international common inte	
					I implore you to invest in a reiming-post future where community alternatives are accessible, affordative, and even preferable to individual car use. We need community atternatives to expansion, including Reconnect Assistant and Rethink's, but fully studied and invested in. Reconnect Assistant and Rethink's, but fully studied and invested in.	
813	Cristina Saltos		MyCapEx Website - Comment Form	Do not widen/no build	This project is inexponsible and a poor solution to Austin's current and tooming problems, his large and expensive project is a misuse of public funds. I am deeply disappointed in the city and state's decision to most forested on expanding 4.5%.	See Comment #5
	1		Comment Form		as more remains on experience grown	
	1		ł	Air quality/Climate Change	Expanding I-SS will do nothing to mitigate the existential threat of climate change. Y	See Comment #19
			}	Public Transit / Multimodal Transportation	Austin needs public transportation that connects Austinities, prepares for the future, and ensures that historically marginalized folks have equal and equitable access to transit.	See Comment #13
	1			Transportation		
814	Crockett	2/9/2023		Bike/ped safety	Name and the state of the state	See Comment #30
814	Lrockett	2/1/2023	Phy sica	DIXA/ ped safety	No podestrian turnel will encourage homelessness, bring on safety issues. High chance for flooding. The Delexond 2 neighborhood will serve as a cut thorugh and does now when Airport Blot backs up. This plan doesn't improve safe podestrian paths.	
			Co			
815	Crystal Randolph		T	Do not widen/no build	Mobility.35 Program Manager Tommy Abrego, Creating other boulevands throughout the city or addressing transit solutions to decrease traffic.	See Comment #5
	1					
	1			Business/residential displacement	We know that there are other ways to address the traffic without taking homes and businesses and adding more concrete	See Comment #21
			ŀ	East/west connectivity	We don't want a city that is split in two by 8 lanes of traffic.	See Comment #20
816	Cullen Fan	2/11/2023	VOH	Do not widen/no build	This expansion is disproportionally threatening minority-owned local businesses that give Austin its distinctive character, histered of expanding the highway, invest in public transportation. If that's not possible, don't expand the highway from of 45th.	See Comment #5
817	Cullen Seitz	2/6/2023	Email	General support	Day Chairman Rigid and Connectionings: Thank you for paradining that LSS through Justice is prop of the most recognitive and account in the Posts of Yours. As the contracts another in other	See Comment #8
947		-, -, 2023		and address	called the Main Street of Tests, all Testers should call for bods and decisive action to transform this critical streets of inflastructure into	
					Dur Dissans Bag and Commissions. This ap, the recognite (the 1.55 Year) should not not all pasted such as not an extra against another appears in the State Time. As a first amount opinion and the same proper in the State Time. As a first amount opinion and the same proper in the State Time. As a first amount opinion and the same proper in the State Time. As a first amount opinion and the same proper in the sa	
					Mobility S Program Manager Tomery Ahrego.	See Comment 45
					as a distribution for connection, inclustry, and creativity. Representative the presentative the presentative three fall in two with the name and surface here. I am a present distribution where I studied distributions where I studied distributions and a country.	
					part of a rising group of young Teams who want to create a future when freedom means more and gestar choice, where we build on the successes, not plot them down for through traffic.	
				Do not widen/no build	Absolidation from the following	
					Tree (in Section to the ground and the control of t	
818	Cutter Gonzalez					
	and deliner					
				racial justice	The history of the infension is price infension to sever the connection between the displaced communities of color in the east, from the white communities in the east, it acts as a near-flowed with these control to the control to t	See Comment #3
					literal wall between the two, despite Tenas's efforts to promote an economy of opportunity and a culture of friendship.	
				Latent/Induced Demand	As if this wasn't reason enough to rethink this highresic the feets about expansion are clear. The benefits (purportally a retrivious in revenue area short-lived any value cover at immania and in time	See Comment #18
				Lawry III Jose Demand	As if this wasn't reason enough to rethrisk this highway, the facts about expansion are clear. The benefits (purportedly a noticition in communatime) are short-lived, any gains come at immense cost in time and dollars, and inducing greater car usage and cleaning more land for concrete risks another invaluable part of Austin and Texas's identify; the environment.	
					Data Clauma Bagg and Commissioners. When, you for recogniting with 15 Recognition with 15 Recognition of the count composed resolving segments in the State of Years, 44 this servicedy auditional resolvency in the State of Years, 41 Recognition of Years and Years an	See Comment #8
819	CW Sheehan	2/12/2023	Email	General support	action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this request.	
	1					

					Longs agreed to stant of the Mandace of any stantage of the Amazon of th	See Comment #5
820	Cynthia	2/26/2023	Email	Do not widen/no build	Neights High School. If any of the planners of this proposal will trivine on Ottor in front of the school and watch children trying to get across the street it will make it clear that vasity increasing the traffic at this intersection is a huge safety issue. I	
					nave stopped basing the Unitor /135 interested of these absolutely indicated year with white the property indicated year with white the property indicated year with white the property indicated year with the property indicated year	
821	Cynthia Huyser		MyCapEx Website - Comment Form	Wishire	I'm enting to express my concerned about the proposed pass-through from 41st Street eact of 81-35 and Wilshire Bivd. Wilshire Woods is a 100% nesidertial neighborhood, and many of the sidestnets -	See Comment #9
			Comment Form		The writing to express any concerned about the proposed pass drough from 41st Street each of 9.55 and Wishine Blvd. Wishine Woods is a 100% residential neighborhood, and many of the sidestreets in a concerned about the proposed pass drough from 41st Street each of 9.55 and Wishine Blvd. Wishine Woods is a 100% residential neighborhood, and many of the sidestreets including more of the street. Wishine Blvd. is not an appropriate out-through I would be in favor of a happropriate through the street of the street. Wishine Blvd. is not an appropriate out-through I would be in favor of a happropriate out-through the would be in favor of a happropriate out-through the would be in favor of a happropriate out-through the would be in favor of a happropriate out-through the would be in favor of a happropriate out-through the would be in favor of a happropriate out-through the would be in favor of a happropriate out-through the would be in favor of a happropriate out-through the would be in favor of a happropriate out-through the would be in favor of a happropriate out-through the would be in favor of a happropriate out-through the would be in favor of a happropriate out-through the would be in favor of a happropriate out-through the would be in favor of a happropriate out-through the would be in favor of a happropriate out-through through the would be in favor of a happropriate out-through the would be in favor of a happropriate out-through the would be in favor of a happropriate out-through the would be in favor of a happropriate out-through the would be in favor of a happropriate out-through through the would be in favor of a happropriate out-through through the would be in favor of a happropriate out-through through through the would be in favor of a happropriate out-through through	
				Air Quality/Noise	adding to noise	See Comment #34
					and potentially endangering pedestrians and encouraging drivers to cut through the neighborhood.	See Comment 8 30
822	Cynthia Long	1/20/2023	MyCapEx Website - Comment Form	General support	I am in support of the design for CapEx. The team has done a great job including stakeholder input white ensuring the goal of increased capacity is met.	See Comment #8
823	Cynthia Lyon		Phy	Business/residential displacement	I'm concerned about the loss of neighborhood businesses along the frontage road on both the West and east sides. 4 restaurants, a number of shops.	See Commant #21
			1	Sound Walls	If this project erases all the businesses on the east side of the frontage road, from Dean Keaton, north towards airport bird I would be in favor of a noise barrier along the back of the residersial homes along Robinson Aws. It dilws to see another freeway crossing between 32nd and £ 38th or just wider safer crossings for pedestrians and bicycles. Thank you	See Comment #60
			mm		INCOLORAGE ANEL TO INNE TO SHEE ANTICIPAT TREMMAY CHOOSING GENERAL SURVEY AND A COLORAGE TO TAKE WISE TO CHOOSING TO PRODUCE ANTIC COLORAGE TO THE ANTIC C	
824	Cyral Miller		MyCapEx Website -	Do not widen/no build	Eam writing to ask that we not expand IH 35 ather, am strongly in favor of sinking the existing footprint, as suggested,	See Comment #5
			Comment Form	Latent/Induced Demand	We know from past examples that more larses just means more traffic. R	See Comment #18
				Reroute to 130	we need to make more efforts to route heavy through traffic east to 183, which has much more capacity than it being used, to get it out of the center of town.	See comment #3:
				Business (excidential direct comment	without widening the road and thus avoid displacing so many hornes and businesses,	San Comment #21
				Caps/Deck Plazas	while helping to reconnect my lovely city with cape and stoches.	Sur Connect #2
825	Cyrus Tashakkori	2/9/2023		Do not widen/no build		AND CONTROL THE
825	Cyrus Tashakkori	2/9/2023	VOH	Do not widen/no build	TDDOT continues to pursue a imited range of alternatives, all involving significant expension of OS through central Austin without burying or capping it. This will registrively impact Austin and end up resulting in similar self-congression in the falses. As a minimum, the expension should be Capped from the rover north to 52nd street in order to minimum the negative impact of highway expension on Central Austin. I lacecodingly opposed to courted formation of alternatives.	Sao Contract #5
					Eaccordingly oppose the current formulation of alternatives.	
		1				
ID.	Commenter Name	Date Received	Source	Topic	Comment	Responses
					I am writing to oppose TXDOTS current proposal to expand ISS. While the proposal has improved since its original conception, it is still fatally flawed.	See Comment #42
					Hyde Park and Cherrywood. Expending the highway as far north as 51st st. is key to this project being acceptable to Austin, and TXTOD has not made that possible in this latest design.	
					Less enting to signate (ECCS) Science proposal to copied (ECCS) Science pr	
					Sincredy, Cyrus Tashakeri President, Open Raad Renewables	
				Caps/Deck Plazas	President, Open Road Renewables	
826	Cyrus Tashakkori		MyCapEx Website - Comment Form			
	,		Comment Form			
				East/west connectivity	This course specified in glitch beganning counting of magnifications designed to specified counting specified in the specified counting specified in the specified counting specified co	See Comment #20
					west presentant consists or that area, which in those as long ownerhead training states, it is unlikely to see that could be designed in that area, which in those as long ownerhead training states, it is unlikely to see that could be designed in the area, which in those as long ownerhead training states, it is unlikely to see that owner area to the connectivity that could be designed in this stripted between UT and States. It is unlikely to see that owner are the states of	
					be allowed to expend 135 in this portion of Austin without facilitating capping of the highway.	
				Reroute to 130	Listly. YXXX1 has failed to exister divertinal truck traffic around Austin and has only focused on expending 135	Seconment #3
827	Cyrus Tehrani	3/1/2023	Email	Do not widen/no build	Mobility55 Program Manager Tommy Atragio,	See Comment #5
	,,,,,				secondary compare manager commy participa. Mills fir mertiting beginned are expensioned 53 is Audini. If man Audini resident and we must inwest in our infrastructure to keep up with the city's growth, but we know highway expensioned on not work. This is a weaked money and will dealtry homes and businesses for remains. Include Demand for highway will cause more people to drive, and buffer will remain. Cars are also the least environmentally friendly mode of barraportation. We should be encouraging and investing in where modes of transportation like real. Losses in micromotivity.	
					Mobility35 Program Manager Tommy Abrago,	See Comment #21
					I am a student in Manyland, but I oppose the expansion of Intenstate 35. This will not affect me, but it will affect the people displaced by this expansion, and the people near the traffic and noise. This expansion will only anchor the city of Austin	
					the page sheer with the am opportunity from the businesses, and developments in the area that will advisuly and control variables and page sheer with the page sheer w	
					indicate a support for the city, which is all issues the dependency on care even more. There could be new programs encouraging point in the support in the support in the support in the support in the city which, but is a final but in the could be new programs encouraging point in the support in the suppor	
					pacpie canalisms, and silled exchange later cycling the sign was to be considered with a consideration of the cons	
				Business/residential displacement	Data Autor Administration. An administration, the of ingrees the expension of indicated 35. The wift and iffent me, but it will affect the people displaced by the expension, and the people near the buffice and color. This expension will only a few or in the color of the color	
					https://www.vestuba.com/watch?u=2/7x/9x8t454s/atcles-	
828	DB				https://www.seutams.com/words/us,/us-https://www.peransors-increase-braffis-poliution-environmental-groups-say-2021-10-20/ https://www.bloomberg.com/news/features/2021-09-28/why-widening-legitways-doesn-t-bring-traffis-relief https://www.bloomberg.com/news/features/2021-09-28/why-widening-legitways-doesn-t-bring-traffis-relief https://www.bloomberg.com/news/features/2021-09-28/why-widening-legitways-doesn-t-bring-traffis-relief https://www.bloomberg.com/news/features/2021-09-28/why-widening-legitways-doesn-t-bring-traffis-relief https://www.bloomberg.com/news/features/2021-09-28/why-widening-legitways-doesn-t-bring-traffis-relief https://www.bloomberg.com/news/features/2021-09-28/why-widening-legitways-doesn-t-bring-traffis-relief	
					Intipos/, yown.hemothesbookevand.org/.Neinn-mercy/Taglimay-to-bookevand-exampless/ Is Rope you make the decision that is in this best for all Intipos if Austria, and that will leave a positive impact on the economy and the environment, Indiposit the seconomy and the environment, Indiposit the environment	
				Latent/Induced Demand	Highway expansions DO NOT WORK. They lessen traffic for a short period of time, and then the traffic spikes back to where it, was before, and sometimes it gets even worse.	See Comment # 18
				racial justice	Not to mention the disproportionate effect this will have on minoribies and low income residents.	See Comment #3
				Air Quality/Noise	his will worsen pollution due to the increase in the amount of cars flowing through the city, and this will harm the health of the people living there, especially the ones closest to the highway,	See Comment #34
				Reroute to 130	There is a bypass highway that goes around Austin, and traffic can be redirected there.	See contrant #3
829	Dagny Marks			Do not widen/no build		See Comment #5
		1			Mobility35 Program Manager Commy Arrago. Lam a resident of north central Feas but I make trips to Austin frequently and the plans to expand 135 ARE TEMPORE.E. I do not support this action.	
		1		Latent/Induced Demand	More laines are not the answer! I'd hate to drive through so much MORE construction on my way to our beautiful capital. I 35 in Waco was under construction for more wars than I'd like to recall and makes a	See Comment # 28
					More lanes are not the answer? of halfs to drive through so much MOME construction on my way to not beautiful captals. 1.35 in Waco was under construction for more years than ? of like to recall and makes a great example also to mit; this highing separation has been done, the processor of the p	
		1			A second of the	
830	Date	1/30/2023	Email	General support		See Comment #S
830	Diale	1/30/2023	tmail	General support	Succ Cosmon by go of Commissioners. This is not to recognize the LSS Strong hands in our of the record product or such as years. In the Strong A Texture A T	SAM COTTONIA # ®
					State. I have lived in Austin area for over 30 years and have always evoided 35 at that time. It's always beef dangerous to travel and frequent delays. This is not a new problem: Please get this deneil. Accordingly, I am writing today to express my complete support for the ESS Capital Express Central design as proposed by TxD01. Thank you for your consideration of this	
					request. Date Smith Sent from my lithone	
831	Date Gray	1/8/2023	Voicemail	Business/residential displacement	*Name is Dake Cray, I have a business on Ceiar Chavez, and I don't the way I'm looking at this thing, it may affect me within three blocks of the inter-date. If it's not going to bother me after three months, I have no problem with that, but my customers are already saking me if, if this is going to happen, will be looking my business. Name is Dake Cray. Therek, you, and have a great day.*	See Comment #21
		1			have no problem with that, but my customers are already asking me if, it this is going to happen, will be losing my business. Name is Dake Cray Thank you, and have a great day.*	
832	Dale Scutti				Mobility35 Program Manager Tommy Atrago,	See Comment 65
				Do not widen/no build	Halls, Legopate ToOT's plain for expansion of 193. To scarifice such a large seath of lead right through the middle of our oft for the sake of car traffic is not a well trought but investment. Exact, dangerous, policing traffic should be routed alroad the outside of our off for the sake of car traffic is not a well trought in a investment. Exact, dangerous, policing traffic should be routed alroad the outside of our off for the sake of car traffic is not a well trought in a line investment. Exact, dangerous, policing traffic should be routed and vision of how our only and not directly through it. I am encouraged to see the Austin City Council standing in opposition to TsOOT and hope that they are successful, together with the broader community, in protecting Asstern from TsOOT's outsided vision of how our	
					city and not directly through it. I am encouraged to see the Austin City Council standing in opposition to TxDOT and hope that they are successful, together with the broader community, in protecting Austin from TxDOT's curdated vision of how our city should function.	
				Multimodal Transportation	Audin has planty of things that it should get buy building; more infill development, project correct infrastructure, more bike lanes and sidewalks. It does not need to be burdened with more i-35 getting in the way.	See Comment #20
					the way.	
					Dear Chairman Bugg and Commissioners:	See Comment #8
		1			Thank you for recognizing that I-SS through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive	
833	Dan Elkins	2/8/2023	Email	General support	action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 1-35 Capital Express Central design as proposed by TxDOT. Thenk you for your consideration of this request.	
		<u> </u>	<u> </u>			
834	Den Glenn		MyCapEx Website - Comment Form	Do not widen/no build	1 do not support the expansion of 84.35. Use your training as engineers to produce a better design.	Sec Comment #S
				Business/residential displacement	It will destroy homes and businesses, and permanently remove valuable real estate from the city's core.	See Comment #21
				Latent/Induced Demand	It will increase traffic on the highway.	See Comment #18
				Bike/ped safety	And it will endanger the lives of pedestrians.	See Correnant #30
835	Dan Hayes		MyCapEx Website - Comment Form	Do not widen/no build	How wide will the bridge over 35 at Woodland Ave be? Will there be stains? A namp? Will it be fully enclosed? I really think what ye'll are planning is a mistake.	See Comment #5
		1	Comment Form			
		1		<u></u>		

i .	i	i.		Caps/Deck Plazas		See Comment #42
					Please consider more cape of the inglinear properties. It think yell are adding way to many larves and disrupting a list of businesses and houses/condox/apartments. Are the Garden Apartments at 1505 Scorpius going to be imprecise? The soloseths also read to be made with and safe for policitations.	See Comment #42
838	Dan Hennessey	\$-out-oven	VOH		White here are dements of this projects that are improvements to the counter condition, the owned impact of the project, without question, negative. This project serves connections from Hope County to the source of the clinical Ansate. The safety improvements are heards, it was published connections are useful. Out they pask norman to the environment consequent that project will exacute the source of the clinical Ansate. The safety improvements are heards, it was published connections are useful. Out they pask norman to the environment consequent that project will exacute the environment consequent to the environment consequent that the connection of the environment consequent to the environment consequent to the environment of the environment	Ser Comment 45
				Latent/Induced Demand	The expansion of the freeway to increase through capacity through Austin without meaningfully changing mobility and access within Austin is a missed opportunity to do better.	Sue Comment #18
837	Dan Leonard	1/12/2023	MyCapEx Website - Comment Form		The experience of the flowers to increase forming specify through peach through peach privately, including residence without a consistent of the flowers to increase forming the second peach peach to the peach p	Sac Comment #8
838	Dan McAtee	3/1/2023	Email		Making 55 migram Making Primmy Aragis, Move it assign reward of the city of Austin, Gut it DCET of desentation	Se connect 63
839	Dan McAtee	3/3/2023	Email		No FLOOT FLOOT. Looking at the map I use few trails east of INSS, west of lwg 183 between lwg 200 and the lake.	Sas Comment #50
840	Dan McAtee	3/7/2023	Email		As TAGIS TAGIC. DATO TO Service of Service Checker to waily take around Audio. 2. On NOT do engining that will accourage move highway traffic. 3 your PIDS ARRY from disentown	Se Commert 65
841	Dan Patrick		MyCapEx Website - Comment Form	General Support	Choose option 3	See Connent #8;
				Caps/Deck Plazas	with cap and stitch parks above the underground highway.	Su Comment #42 Sus Comment #33
				Public Transit / Multimodal Transportation	Nate treats used they dust traffic congretion encountging over of mass treats. More importantly, delay construction of 1.55 will Project contract to completed. Days Moreo. Can Pariso.	See Comment # 23
842	Dan Schmit	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Support out effort a and field it could add economic, tourium, and audiandability power to our state.	See comment #1
843	Dan Terpening	1/26/2023	MyCapEx Website - Comment Form	General support	Date Chairman Bugg and Commissioners: Thank you for your support to address I-SS through Asstor in a comprehensive manner. This stretch of highway is nationally raised as the 15th worst for buffic compilation and 3rd worst in this state. I-SS through Asstor in overland for improvements to meet the current and future meets of a growing edition in security on broad and distinct excess one continue to thirms. I write in support of the I-SS Capital Express Certain delays in proposed by TaGOT. This is a public exercisely being reported in SAGOT. More Consolid. The proposed by TaGOT. This is a public exercisely being reported in SAGOT. Which controls. The articles of public and decidates for serving the collected.	See Comment #8
					Teoria.	
844	dan wing	1/31/2023	MyCapEx Website - Comment Form	General support	Only downside would be the time it takes to build!	See Comment #8
0.45	Dog- W	4 /90 10000		Occupation	Par Palma Barrad Completions That are for more listed to 150 more for more formation of the control of the cont	For Comment 40
845	Dana Harris	1/28/2023	Email	General support	Dust Chairman Bugg and Commissioners: Think is you for recognizing that 155 foreight Auchin is one of the most complaind readway segments in the State of Teass. As this services) collabor or mode that the Man Desired of Teas, at Teasar leads call to the Lead and decide and could be transfer to the control of the State of Teasar, and the services of the Commissioners of the services At the bear Claver Harm State of the services of the services of the services of the services of the services. At the bear Claver Harm State of the services At the bear Claver Harm State of the services	See Comment #B
1D	Commenter Name	Date Received	Source	Topic	Connect	Repones
846	Dana Harris	3/2/2023	Email	General support	Ented Copy. To when it may consum - Please that set about a larger spoop of the Cupilal Express Cuntum design as proposed by Tx00T for QS. Samsung is proud to support this effort and will continue to advances for these important improvements. All and the continue to the continue to advances. Shall be continued to the public healing summary, appendix F.	See Comment 48
					The POP's located in the public hearing summary, appendix F.	
847	Dana Kincaid	1/20/2023	MyCapEx Website - Comment Form		Twy interested in rail that sen down 1-551 I have ere child in college in Pt Worth and the other in Audit. I would be so rice to have them use rail instead of driving formed if only it could go to Lubbock, as well	Sea connect #1
848	DANA Operations Manager			Do not widen/no build	Table Copy Comment Reg. Th Commissions, and Local Consult. The Reg. of the cost devices are not become present to the consult of the cost of the cost of environmental impact sciences (Edit, for the 3-25 Capital Express, Control preject. The value of the spike the interpretation of the cost of the preject. The value of the spike the cost of the preject. The value of the spike the cost of the preject the cost of the cost o	See Comment #5
				Public Transit / Multimodal Transportation	The 155 corridor should be supportive of all transportation motion, with credit catention paid to active transportation. The biseaseys and sidewalks along and across 155 should be comfortable, safe, continuous, fully connected to Assistiva acrise transportation networks, and protected from traffic by a buffer of at least 20 feet.	See Comment #13
				Air Quality/Noise	Exercise year with, we also app 500°T belonds not just impact on order movembe CSD, but due movembe order, procedure movembe CS, procedure movembe CSD, procedure movembe	See Comment 634
849	Dane Adkinson			Air Quality/Noise	Makings from Neurope Termy Arrange. Secret of recommendation of the Commendation of t	Sac Comment #34
				Reroute to 130	Share actions are assistate and dark with simply collecting real data and change connect 135 sales by changing shaffing platform — seeset, vehicle type, using 1350, all. The action of the sale of the process for excelle	Seconder! 43
850	Dane treese	3/7/2023	Front	Do not widen/no build	Mobilit-45 Program Manager Tremmy Almodo	See Comment #5
850	Could Miller	41/2023	CAR	So the west (TO CUID	Modelpide Medicage Newsystem (which was a second of the se	
851	Daniel	2/14/2023	VOH	Do not widen/no build	No Higher No Wider - don't expand to 20 lanes	See Comment 45
					2. But Migrae Water. door lequent to 20 sees. 2. Aut for give here Land Water. door lequent to 20 sees. 2. Aut for give here Land Water Batel 2. Soot reports for the 20 sees. 4. But reports	
852	Daniel Amendariz	\$10m		Do not widen, into build	No. 100 To 100 T	See Comment #5
	1					

	1			Public Transit / Multimodal Transportation	My family and I strongly believe that the lack of consideration for the expansion of safe, pleasant, and validable and bitsable streets is a serious mistake.	See Comment #13
				Transportation		
			-	Community alternatives	If expansion is to be implemented, we simply want to see the inclusion of community alternatives such as Reconnect Austin and Rethink35, to be fully studied.	See Comment #4
				Do not wider/no build	Please reconsider the Transit Only or No Build Alternatives!	San Comment #5
				Air quality/Climate Change	Car basel is a major contributor to greenhouse gas emissions in the United States, adding to globally-fell increases in temperature. Car dependency also limits mobility and facilitates the auturban spread	See Comment #15
					suggest that this process is directly cause an increase ing prechance gist emissions, compared to the No. Bilderon literature, in characteristic for this project is disreptly cause an increase ing prechance gist emissions, compared to the No. Bilderon literature is not extend to extend the project is disreptly pay a half of the interring the convenience was all shares. The Draft contraction of the project is disreptly an extend to the project in disreptly pay a half of the project is disreptly pay a half of the project	
853	Daniel Baltoi		VOH		Far years a require entire the previous gavernous in the color date, adding by global pick recovered in respective. Co-depending up in this section pick relations the addings and a recovered in the color of the co	
				Public Transit ; Multimodal Transportation	The changes in 155 as proposed in model to fast derivative to the vigor to the change of the changes of the cha	See Comment #13
				Multimodal Transportation	climate-focused plan. Maybe current transit indenship does not justify this in the eyes of TXDDT, but dramatic investment in transit would dramatically increase transit indenship, just as dramatic investment in car infrisefructure has caused in dramatically high dependency on cars. Yet nowhere in the preferred alternative is transit clearly prioritized above car traffic, Instead, the preferred alternative contributes to	
					рацион ило саг окрановису, и коло типевоге пеорества у первых тыс. п.со. и теммиция еги малитизмен п церт от типе отпине тирисов.	
854	Daniel Cherian	2/28/2023	MyCapEx Website - Comment Form	East/west connectivity	Think the frontage road should be built ABOVE the depressed feesely larner. The depressed larner would be extended as far north and south as practical. Overall, this would minimize the impact of the ever-widering right of -way and protect horner and businesses along the corridor. Furthermore, this would minimize the runther of signal lights on the firefulage road. Finally, there should be as many each west connections as possible.	See Comment #20
				Do not wider/no build	Maint SS Program Manager Tramps (Apropt. Than an instituted Apropt. Linear Instituted Aprop	See Comment #5
					1 OPPOSE TubDIT's plans for I-35 and I OPPOSE expansion. I expect TubDIT, Austin City Council, and other representatives to stand up for me.	
855	Deniel Cobb			Community alternatives	Lam FOR the Retbirk35 proposal. Lam FOR expansion of bike infrastructure. I don't want to use an intensitial highway for my local trips. I want to BIKE. I would brie more if the infrastructure was better. The cost would be negligible compared to what is planned for 135. Austin costs become the Amsterdam of America. Rever cars would have a mynisid of benefits for our day, INCLLIDNG reduced traffic on 135.	See Comment #4
					TuDOT's process in this project is flawed: It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway	See Comment #18
				Latent/Induced Demand	nemonals, and its buffic modeling is filewed. Mighows questions DDNT work. They sensen congestion (as we saw with the Kelly Freeway), air noise and water pollution, selfer, and transportation options beyond driving. 20 years of construction for just a few years of congestion relief is NDT worth.	
				Laterty/Induced Demand	worth it.	
856	Daniel Cole	3/7/2023	Email	Do not widers/no build	Mr Tubot Tubot,	See Comment #5
					This city needs other answers to traffic than to continue to expand 35. Being able to walk, blue, or travel by train are highly preferred for a city like Austin. I know there are alternatives to expanding I-35 and those should be investigated. I believe we also know the expansion will not fir anything as many studies on traffic around the world have shown.	
857	Daniel Hernandez			Do not wider/no build	Maching 57 Program Maring of Tempor Shorey (and Shorey Sho	See Comment #5
					I hope the Austin city council desert thoughteesty or U.S. I hope the Austin city council desert thoughteesty on through with this expansion and considers alternative proposals. -concerned tool. Clariest terminate:	
				Latent/Induced Demand	Expending highways in new a residuciculation to solving traffic (put table at Clasformia, The process for this expension left considering this impact this will have the people who actually live have and the environment were live in 1.50 years of consortance loved in 1.50 and to a possibility of vesticing shall for this immediate everyday and it is already a verticable nightness without construction for well or the live of the consortance of the second or the vesticing of the proteins.	See Comment #15
					construction for an expansion that won't actually solve any problems.	
858	Daniel Hicks	1/31/2023		Reroute to 130 Regional Connectivity	It's a waste of time and resources and other options should be explored. I don't think intensials triffic should be routed thru the city anymore.	See comment #3
858	Daniel Hicks	1/31/2023	MyCapEx Website - Comment Form	Megional Connectivity	This depends on the state of the following the following the state of the following the following the state of the state of the following the state of the following the state of	Dee contract # 1
					ornered management of the second or the second of the seco	
					Dear NOOT.	See Comment #5
					Chart FOOT: The Properties place will investigably have Audit. It, and its collisions i SEROSLIC OPPOSE DEPACHOL US. Never vely "After lakes meet more trifle and emperies." In Six segment was and one engine. One world 100/SEON, focusion is a meas and will continue to be a meas no many flow many format provider and and one engine. One world 100/SEON, focusion is a meas and will continue to be a meas no many flow many flow providers and the engine representations and the engine representations are entrapped. The engine representation are entrapped. The engine repr	
					article Enrica pointing out how flawed your expansion plans are: https://mmi.cng/more-lanes-do-not-mean-less-traffic/ https://www.wined.com/2014/06/wwwt-traffic-induced-demand/	
				Do not wider/no build	Cans and more vehicle laines aren't the future. They are the 20th Century, It's the 21st Century, Think better, Plan better, Do better.	
859	Daniel K Manco		MyCapEx Website - Comment Form			
				Air Quality/Noise	Your expansion plans will add more vehicular traffic and damage Austin, TX with worse air, water, and noise pollution, health impacts for Austinates, increasing the heat island that is Austin, and vehicular coates, final	See Comment #34
				Racial justice	Commently avoid the I-SS corridor at all costs. Your plans will split up Austin even more than the original raisist construction project.	See Correlat #3
				Bike/ped safety Community alternatives	"Validicale traffic in Audin needs to be REDUCED NOT PICHEAED. I went to walk, rick my bike and take meas brank in Audin, NOT DRING NA CAN ON LSS. "Finally, I storagy vago you to recorded and fully study community alternatives to expension including flacement. Audin and Rethink 35.	See Comment #30 See Comment #4
ID.	Consequentes Noons	Date Breezing	Parenta	Topic	"minus, harronys urge you to reconsider and rusy study community anomatives to expansion including nuccession and readminutes. Comment	DAN LOTTERED 44
860	Daniel	2/20/2023	MyCapEx Website -	Regional Connectivity	Comment Please include a passengier rail component in the plans to expand I-35. San Antonio can no longer afford to be the nation's largest city without metro rail service.	Proporties See comment #1
	Khadil		Comment Form			
861	Deniel Little			Do not wider/no build	MobilitySS Program Manager Tommy Abrego, My name a Daniel Life, I am a resident of the North Loop neighborhood in Austin and a graduate student at UT Austin. I am strongly opposed to TDXOT's plan to expand LSS.	See Comment #S
					My rame is Durnel Lifte, I am a rescent of the footh Loop neighborhood in Austin and a graduate student at UT Austin. I am strongly opposed to 10001% plan to expand 1-20. Please reconsider the expansion and listen to the local community that will be most impacted by this decision.	
				Public Transit , Multimodal	The highway equantion ignores principles of induced Demand and incombisions higher levels of our dependency when we need to be focusing on the exact opposites building a stronger public transit system and making walking and being more familiable opposed for the just a belief command to the requestry uses designated 35 crossing in the cry of Antimi, i.em concerned that 20 years of conduction will restricted with high position and begins crossing of the internation, and expendent internation will now include be positional and policy incomposition.	Sea Commont #13
				Transportation	n interfere with safe pedestrian and bicycle crossing of the interstate, and an expanded interstate will be more hostile to pedestrians and cyclists upon project completion.	
				Community Alternatives	Ruthink35 has an excellent proposal for reimagining 155 as a boulevard that is actually consistent with the community's vision for the city, Continually expanding highways will make us more dependent on cars, but it will not solve traffic compaction for drivers and it will make multimodal bassportation more difficult. Please reconsider this plan.	See Comment #4
862	Daniel Lufwir		VOH	Do not widen/no build	Naio TriOT	See Comment #5
502				and the same	Amin 17.07. The points. 11 it assess skyl not to cap 55 through the Arport trict. This is some of the most valuable land in the city. Cap it and lease/well the land on top to pay for the cape. Capping the whole stretch of 35 will recorrect the city for the highest separated.	
					recornect the city that the highway separated.	
				Bike/ped safety	2) Please ensure adequate bits paths that are protected from vehicles. That's you.	See Comment #3D
					THE PARTY PA	
863	Daniel Manco			Do not wider/no build	M ToDOT TODOT, Dear ToDOT.	See Comment #5
					We food ToOIC Tool: Tool	
					"Finally, I strongly urge you to reconsider and fully study community albernatives to expansion including Reconnect Austin and Rethink35. Cars and more vehicle lanes aren't the future. They are the 20th Century. It's the 21st Century. Think better. Do better.	
				Latent/Induced Demand	The base are sufficient expected to be a constant to a con	See Comment #15
				Laterty induced Demand	*More lanse mean more traffic and congestion. It's been proven over and over again. One word: HOLSTON, Houston is a mess and will continue to be a mess no many how many lanse you add. Here are two article links pointing out how flewed your organision plans set: https://min.org/more-lanse-do-not-main-less-builtir; https://www.wired.com/2014/04/was-builtir-induced-demand/	200 ACCUSION T 40
				Air Quality/Noise	The expansion plans will add more vehicular builtic and damage Austin, TX with worse air, water, and noise pollution, health impacts for Austinias, increasing the heat bland that or Austin, and vehicular creates/fairlies.	See Comment #34
					crashes/fetalties.	
				Public Transit / Multimodal Transportation	"Vehicular traffic in Austin needs to be REDUCED NOT INCREASED. I want to walk, ride my blike and take make transit in Austin, NOT DRIVE IN A CAR ON I.SS. I currently avoid the I-SS corridor at all costs.	See Commont #13
				Transportation	Your plans will spilt up Austin even more than the original sacist construction project.	
	1	1				

864	Daniel Mee	210,000	VOH	Do not widen/no build	Widering this highway will have significant negative effects on air quality, climate and quality of life for Austin and Central Tessa for generators while providing benefits to drivers in terms of improved throughput that will be nedwerd completely transitory by induced Demand.	See Comment #5
			-	Climate change	The sciences of climate and transportation engineering are 100% against widering intenstate highways, particularly in urban environments.	See Comment #51.
			ŀ	Reroute to 130	Instanct, if it is not to be thut down entirely, I-35 should be reconstructed with the current number of lanes and completely capped through the Austin city center, and regional truck traffic should be diverted to 3H 13D as was the original intent for that highway.	See comment #3
865	Daniel Morgan	3/7/2023	MyCapEx Website - Comment Form	Parks	R.ESEC do NOT expend 135 by tening into the pack!17 Are you absolutely kidding one?	See Comment #150
866	Daniel Oldham	1/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	Any plan to to equand 1.55 simply must include a plan to review the Lone Star Rail proposal to Sin Audio and San Antonia with regular commuter rail. Widening made without improving brans to a waske of money, as it only indices more demand and results in the same traffic and more pollution.	See comment 41
867	Daniel Pineda	1/19/2023	MyCapEx Website - Comment Form	Regional Connectivity	As the format about mercephole many gaing to large group or on the read several years of the first involved and the second and	Sic comment #1
868	Daniel Reynozo			Do not widen/no build	Making35 Program Manager Tommy Alrego, Mail. See Comment #5	
					Lam Diese, and right now tam a student twing in Austin afterding the University of Texas. I oppose the plans for I-35 due to the future congestion it will bring to the area. Class infriestructure is a of whin on only resources, which could be used for more important issues. Lapset TBOT, he Austin City Council and other representatives to Start our for many and the proposed to Start our format in the start of the sta	
				Latert/Induced Demand	Highway expensions have been proven to not reduce traffic and only increase congodor. 10 years of construction for minimal relief also appears to be a competer weaks of of the crises resources.	See Comment #18
			-	Public Transit / Multimodal	ragramsy expansions never overa prover to not reduce static and only increase congession. 20 years of construction for minimal reset also appears to be a complete waste or or the close resources. I believe that instead of expanding the hightway, the Austin City council should prientize public transportation. Such as expanding the light rails, and improving wisk ability.	See Comment #13
				Transportation		
869	Daniel Wehrle	2/23/2023	Email	Do not widen/no build	Mr ThOOT THOOT, His, His case of the first and expert of an electric and electric and expert of an electric and electric a	See Comment #5
					To, by Annex is Dan I. No in seat Audin and speed most of my time in the nearby seas or disentative. This was should seriously consider alternatives to expanding 1.55. Besides the cost and otheres that expanding 1.55 would cause the city and existing. An or Third there are believe any to use or divertise in all whose in the law as maken in places. The proof diverging consider recording failful record Audin, and dhim exhaulter 1.55 to be a more interlogation sines. Audin has long been been from the besides of doors exists companies to their Possoc scales in Bellia and Possocia. Vice content in the Section of supply deviated been advertised to the section with the Section of supply deviated been advertised to the section of the secti	
				Do not widen/no build	Mr hoot hoot,	See Comment #S
					To whomit it may concern. Lugs it To Off to reconsider the expansion of R3S. Simply put it is not sustainable, economically viable and it is not in the interest of the communities it will impact. Expension will wormfulle and many other problems, including air, water, and noise pollution; health impacts; that sidend impacts; and creatives.	
					Lago. 10.07 in accounts the appaired of 1955. Simply and it is not desirable, economically within a feel of in first the intermed of the communities at all impact. Expection of intermed the color and profest profession, region, and within a color of the intermed of the of	
870	Deniel Woodroffe					
			İ		Induced Demand is a proven phenomenon that his resulted in increased traffic increased delays and increased polistion and social and environmental harm.	See Comment #15
				Multimodal Transportation	l urgis 15/01 to reconsider this proposal and to refocus on more sustainable muth-modal transportational plans such as the rail and public transportation plans. Walter creek and the public reains, Congress assertue just to name a few. Consider simply diverting internatial truck traffic to 35/130 - this would cost billions less than the proposed expension and would have immediate, long lasting impacts.	See Comment #20
871	Daniel Yeats	100,000	VOH	Do not widen/no build	I am fully opposed to any separation of 135.	Sus Comment #5
			-		Not only is it an environmental dissister, it is litigical and ignores the vast amount of evidence that illustrates the negative consequences of highways expansions.	See Comment #18
				Reroute to 130	A better use of funds would be to expand the loop around the city or to invest in mass transit infrastructure that will actually reduce traffic.	See comment #3
				Air Quality/Noise	As a student and an Audion resident, i do not want to hair more cars every day and have worse air quality because of a freeway expansion. The expansion will only harm directions. It will destroy high-value properly and worsen the air quality, it will make Audion a sorse place to live.	Sian Comment #3-4
872	Daniel Young			Bablis Trousin	Mobility35 Program Manager Tommy Abrogio, Toola has some of the wideal instrutible and highways in the united state, yet traffic is still an issue. The only way to fit traffic is to get people out of cars. If people can commute and travel without a car, it will take a huge financial burden off the	See Comment #13
				Multimodal Transportation	Manifold Progress Manager Tensor Angel. The Angel Section Sec	
				Do Not Widen/No Build	Not to forget, should 400000 American die in car estated crisivhes yearly, and militers are more severely injured. We need move options and shouldn't force people into car cementality options would give people absolute freedom.	Set Connect 45
873	Daniela Quesada	3/7/2023	Email	Community Alternatives	Mobility35 Program Manager Tommy Abrego, Loppose InDex's plans for 155.1 am for Petrink55's plan. Lam born and raised in Texas and truly think that 20 years of construction will worsen the state of living of so many residents. Help a girl out give me	See Comment #4
					Rope phases	
874	Daniela Torres			Do not widen/no build	Manipul Shape, Namey Tomy, Bregs, I are a realized facility of the Company Tomy, I are a realized facility of the Company Tomy, I owner to Shape of Shape of the Company Tomy, I owner to Shape of Shape of the Company Tom	See Comment #5
					LOWINGS: EXCOTS plant for 1-35 and LOWINGS: explanters. TACOT's process in this project is flaveed: It ignores induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flaved.	
					Basead: Horn want to use an interstate highway for my local trips. I expect TxCOT, Austin City Councit, and other representatives to stand up for ms.	
			-	Latent/Induced Demand	Highway expansions DOTT work. They worsen congestion (as we saw with the Kday Preventy), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relain is NOT worth it.	See Comment #18
875	Dannon Simpson	2/13/2023	MyCapEx Website - Comment Form	Do not wider/no build	My whole family loves west China base house on 45th Street. Please do not expend 35 past 55th Street.	See Comment #5
876	Danny Oakes	3/7/2023	MyCapEx Website - Comment Form	Community Alternatives	We need to nethrisk 35. Widerring followays only leads to more congestion and less boal businesses. Please stop this machines.	Sas Comment #4
877	Danyil Malovskyl				Michigation Missager Terminy Arragio. This Liberd State, and expecutify Teas in the Western or wall representations of American Inselants, but with 1.55 it is going to binarisation the Inselant of the pumpin to the Resealton of the second in the Secondary Teas in the Resealton of the Secondary Teas in the Resealton of the Inselants are to "see the International Foundation Associated Teas inselants are to "see the Resealton International Foundation Internation International Foundation Internation I	See Comment #5
				Do not wider/no build	freedom of the incluidual is going to get impaired by the largin masses that move right through the city, and force the rest of the installations to "use the intensiate for local tripe".	
				Latent/Induced Demand	The beeasy will not fine up the buffic, and will only provide more buffic and reason for people to own cars through Induced Demands. The planning of this freeway has overlooked these points and the points and the points and the socraideed.	See Comment #18
		<u> </u>				
878	Dara Hopp	3/6/2023	Email	Do not wider/no build	MANIAGE Program Manager Terrory Assess, the Contract of the Co	See Comment #5
879	Darin Boyd		VOH	Do not widen/no build	The No Higher No Wider - don't expend to 20 lanss, build down. 2/1 A full cap from Lady Brist Lake to Arport Sivil included as part of the main project (not left for after / 180).	See Comment #5
					3) Robe trucks to SM 130, encourage other through traffic as well	See comment #3
ID	Commenter Name	Date Received	Source	Topic	Connect	Responses
				Do not widen/no build	Makifeld Shippian Makingir Dimmy Apraga, I am a resident on the Shift Shift Audit. 1 09002E TOOD's plant for 1-55 and 100000E expansion. Foot work to use an intendable highway for my focal trips. 1 09002E TOOD's plant for 1-55 and 10000E expansion. Foot work to use an intendable highway for my focal trips. 1 09002E TOOD's plant for 1-55 and 10000E expansion. 1 09002E TOOD count, and other responsion to the state of up for ms.	See Comment #5
					I expect TxDOT, Austin City Counct, and other representatives to stand up for mis.	
880	Darja Tomanovic					
				Community Alternatives	Tam FORThe Rethrin35 proposal, redesignating enother highway such as \$4130 as an interstate, a boulevard going through town, a public transit-first project, etc. TROOTs propose in this created is flaved it bisness induced Demand, construction inspects, suriouslate matter outstatin from the wasr, the failure of almost all highway expansions, the success of freeway	See Comment 44 See Comment 418
				Latent/Induced Demand	ACCOT process that proprie hearest it grows should because, construction impacts, purcloside matter publisher host the water, the follower of amount of highway organisms, the success of ferency recovers, and the subset ferency or the success of the subset of the success of the subset of the success of the	

						See Comment # 28
881	Darlen Galleas	3/7/2023	Email	Air quality/Dirmate Change	Making Share Makager Transpring Stranger Trans	
882	Darren Huckert	2/10/2023	Email	General support	Due Charmon Regis and Commissioners. In this work of the Charmon Regis and Commissioners are of the most congested coalesy agreed in the Sizes of Fasas, in this servicely produced receivery in office called the Man Dread of Fasas, all Teams about call for both and decisive fasas of the Sizes of Fasas, and Fasas of Fasas, and Fasas of	Sea Connected #8
883	Derron Jurajda	2/10/2023	VOH	Multimodal Transportation	Largest the New States' option can be following places are addressed: In State States and to software a consistent of the state of the state of the software in the state of the state of the software in the state of the state	See Connect #20
884	Dash Harris		MyCapEx Website - Comment Form	Air Quality/Noise Water Quality	Note. As 40 in generation health I have great concern and investment in the future of theretain 25. If I like to blave my priorities. Autoritionals laid the duby an environmentally recognitative programation party, there should be electrical by Could's results that the population can view. - This should have direct BUS ONLY on ramps and off ramps in that thereing gas a priority over one person one verticals - Cognises should laid you do the set the water round' (converte) it gas defectly into the laids on ordinate gas are source.	Sin Connect #32
				Water Quality Bury/turnel	Engineers could still or way to be fast for war event processing against control process of the section of the	Sea Connected 4255 Sea Connected 425
885	Dave Grabbs	3/7/2023	Email	Reroute to 130	They shall build buildename and, dangenous totific, and environmental degradation. No TAGET LOCK TAG	Sectionnel 43
886	Dave Murray	1/31/2023	Email	General support	One Charmon being and Commissioners. Then you for integriging that 3.5 forways built in low of the most congrand neadway segments in the 2014 of Team. As this seriously activate containing the seriously activate the seriously activated the seriou	See Connect #6
887	Dave Ronn			Do not widen/no build	MachinityS Program Manager Tommy Manage. 14 these. 15 years a Nove from and from a valued or of Austo, 17 78704, I was born in Audin and fixed here my entire life. Since I was a laid my mont told me jos bed as I could be avoid driving on 155 since it was a laid highway with many lares and	Sea Comment #5
			_	Public Transet, Maltimodal Transportation	water table. A living mean in Justin's table more year that one we need can be gle amount. These don's request 55.5 facts was that movey for busing a better Austin with News care. These year trans, These year trans, These year trans, These year trans, The second of the second	Das Connect #13
					Support incombes to get vehicles, just gessing frough go around Austin, the St 120. And doors sent to spend the next ten years string through worse build as we rebuild 135- hoining to deal with Majacc as build the additional fell larve was pain enough.	
888	David Bradley	3/7/2023	Email	Do not widen/no build	to hold 1-port. (In not support an expension of 935, and 1 use for city council leaders.	See Connect 45
889	David Carter	1/12/2023	Email	General support	Our Chammer hogg and Commissioners Thank yos for recipiling that 135 through Audin is now of the most congusted readway suppress in the Store of Teas. As this sectionally outlined meakway is their collect the Main Showed if East, all Teasts should call for this and decision action to the southern the critical critical individually with an accumulation that required immunes growth was are experiencing in our great State. Accurately, it is mort (given pressure immunes growth was are experiencing in our great State. Accurately, it is mort (given pressure immunes growth was are experiencing in our great State. Accurately, it is mort (given pressure immunes growth was are experiencing in our great State. Accurately, it is mort (given pressure immunes growth was are experiencing in our great State. As the section of the secti	Sa Connect 48
890	David Chandler			Do not widen/no build	Moding\$5 Regions Manager Trainery Aragin. Moding\$5 Regions Manager Trainery Aragin. Moding\$6 Regions Moding\$6 R	Sec Consent 45
				Reroute to 130	of then According to the numbers to got the According memory, but in a world of a dispulping planch has been recognized as such by those who did it in the for ginary, it wasn't found properly and was included opposity or wasn't invalid approach as a full mad. Set 120 MACE for made into	Sw timment 43
				Public Transit / Multimodal Transportation	tives on Auditin's public travest and (suppossingle and safet) going modes to make it practices for after traps in the city to be taken without as car	Sea Connect #13
891	David Chang		MyCapEx Website - Comment Form	Do not widen/no build	First, Thursday but who are working by for the 35 spectrum. Second, It seems this a 200% fixed larves to yet product.	Sia Connect 45
				Managed Lanes	Laborit Traver Frank all of the proposits, but excited a few first less help the new 135 handle volume better? https://www.mabbrilges.com/traveportation-management/news/2002000/mills.com/shade-devivement 24 mills for the better	Sea Comment 9/5/5
892		1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	To be to see not branch between See Actions and Austin. The economic benefits are immense and could potentially documen highesy usage, leading to less accidents. The jobs that would be created from the project would be beneficial to the sizes stress.	Second 95
893	David Crutcher	2/8/2023	Email	General support	Our Channel hogged Commissioners. This is not in recipioning total IS frough boths in wer did not not compared mobiles registered in the Start of Flows. As it is investigal substitute of the Start of Flows As it is in severally substitute outcomes of the register of the Start of Flows As it is in several substitute of the register o	See Connect #S
894	David Cruz			Do not widen/no build	we Notify Text Co. As indicated in Co. (In the International conduct ground I was growing up in Audio, with 200,000 whitches of dainy was. Why down the expension need to hopper cours? 125 is a major want or of printed in or the International Conduction of the International Conduction of the International Conduction of the International Conduction of the International Conduction of the International Conduction of the International Conduction of the International Conduction of the International Conduction of the International Conduction of the International Conduction of International Conduction of International Conduction of International Conduction of International Conduction of International Conduction of International Conduction of International Conduction of International Conduction International Conductio	Sea Connecent 45
				Public Transit / Multimodal Transportation	In addition, new motion of bever "walt" reduce our harfit on 135. If people can walk or bias, or use public transft, they will leave the read emptior for those who cannot drive, it is addition, these modes of bearet damage reads less than cars. And this wild reduce the number of fairlities, but only if proper efiniationable is built.	See Comment #33

				Do not widen/no build	Mobility 55 Program Manager Tommy Abrego,	See Comment #5
					Making Shighing Marage Tamon Asage. Tam andered File has deed for Shighing Marage. To resident File has deed for Shighing Marage. To resident File has deed for Shigh and GMPSE department because it will not solve the problem, it will only docrease the quality of life in our resignation for. Planta doct Tappore Shighing Marage Sh	
895	David Denberg	3/2/2023	Email		Prissal con t. approva tris	
ID.	Commenter Name	Date Received	Source	Topic	Commet	Responses
				Reroute to 130	Eam FOR reducing traffic. I think there are other places to route it rather than right through the city center. Using the space as a city center or a boulevard going through town, a public transit-first project, etc.	See comment #3 See Comment #5
896	David Eads			Do not widen/no build	Making 1976 projects between Transp Montgs. Are in Earl and and 1976 the 1976 at 1970	Sea Continued S
				Reroute to 130	languages considing \$1.50 amount Audios, for exemptin recogning \$1.50 as \$1.55. Links support coping a lowest fewering string \$1.50 as an extraction of the support coping and support c	So connect 4.3
897	David Feigen		MyCapEx Website - Comment Form	Do not widen/no build	Evertia in opposition of the E3S expansion as the plan exists today.	See Connect #S
				Air Quality/Noise	reduce air quality,	See Comment #34
				Business/residential displacement	and displace vital homes and businesses.	See Comment #21
				Latent/Induced Demand	I have sincere concern that expanding lanes will increase congestion and travel times through induced Demand, as seen in the Kelly Freeway expansion,	See Comment #18 See comment #18
				Reroute to 130	Should the project move forward, I support the movement of truck traffic onto SH 130,	See corrent 43 See Corrent 400
898	Dovid For		M.Conference	East/West Connectivity Air Quality/Noise	Increased elaid-west crossings, and an extended cap to Arport Blod. 15 Bloase appropriate in another laided that the "businessesses" of page 19.	See Comment #20
898	Dwid Pole		MyCapEx Website - Comment Form	Air Quarty/100se	2. Please measures are castly during the *knowmentatif* review 2. 3. Pleasely this Cold **re Language (**) 4. Include a plane for stall. 6. Now 10.000 model pay for the project!	Sea Comment SP4
				Water Quality	Treat the water runoff.	See Comment #125
				East/West Connectivity	5. Create connections between east and west	See Comment #20
899	David Fouts			Do not widen/no build	MobilitySS Program Marrager Tommy Abrogo,	See Comment 45
					Lear writing to oppose the velociting of \$55 is developed with a contraction. However, presence for this, but will by to be beint. This developed in the developed is learn in the contraction of the cont	
					2) More traffic from the increased capacity will harm the air quality in a densely populated area.	See Comment #34
				Regional connectivity	3) A wider freeway will encourage more cut trips and commission trips on the future Orange inner that will run parallel to ISS. We want to encourage modes of transport that use space efficiently, don't esscorbate traffic, and don't pollute the air. Light rail meets these goals, but feeney wriftin holds them back.	Sale comment #1
				Bury/turnel	I am in favor of "sinking" the freeway and adding more connections across it, but TxXXII should keep the project in the existing ROW.	See Comment #25
900	David Freid	3/6/2023	Email			Sax Comment #5
					As SOOT NOTE: 15 Shate law (in livery) and adding to the fact that Audit is one of, if not the react, segregate closes in the erfect sholed States. Expending lawns will do nothing except make the liver of Auditifian rowe efficial, it will not help shifting, and will all continues the financial formation in the second of the decision in Audit for decision. The need to make the second of the contract and of the decision in Audit for the second of the contract and of the decision in Audit for the second of the contract and of the decision in Audit for the second of the contract and of the decision in Audit for the second of the contract and of the decision in Audit for the second of the contract and of the decision in Audit for the second of the contract and of the decision in Audit for the second of the contract and of the decision in Audit for the second of the contract and of the decision in Audit for the second of the contract and of the decision in Audit for the second of the second of the decision in Audit for the second of the decision in Audit for the second of the second of the decision in Audit for the second of the decision in Audit for the second of the decision in Audit for the second of the decision in Audit for the second of the decision in Audit for the second of the decision in Audit for the second of the decision in Audit for the second of the decision in Audit for the second of the decision in Audit for the second of the decision in Audit for the second of the decision in Audit for the second of the decision in Audit for the second of the decision in Audit for the second of the decision in Audit for the second of the decision in Audit for the second of the second o	
901	David Goss	,	VOH	Do not widen/no build Latent/Induced Demand	The city voted 10.1 against the proposal. Healthy cities do not have highways running through their center. We do not want this project. Induced Demand means more traffic.	See Comment +5 See Comment +1.5
				Air Quality/Noise	more air and noise pollution and more death from crishes.	See Contract #35.
902	David Goss	1/4/2023	MyCapEx Website - Comment Form		Modern healthy crises do not have highways conting through the center. 135 impacts Austinn health in terms of Air politicise and noise politicise and hits many people each year. If you expect 135, cert will just 161 top, We already have 250 and 130 tol. We don't need 135 in our dry center.	Sea Contened 834
903	David Havard	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Please build a rail network between Audin and San Antonio. I would love to be able to commute by train	Second #1
904	David Huffstutler	2/7/2023	Email	General support	Duer Chairmen Bugg and Commissioners: Thank you for recognizing that 155 through Audit is one of the most congested roadway segments in the 2ste of Texas. As this seriously additional roadway is often called in Main Showed of Texas, all Texas all should not like the date of decision and the seriously segment in the 2steed of the seriously segment in the 2steed of the seriously seriously seriously and the seriously and the seriously seriously and the seriously of the 4st Scapital prince Central deeps a seriously in the 4st Scapital prince Central deeps a second to 150°C. That you is not considerated on the your considerated on the 3st part of maintaining and the 2st part of the 4st Scapital prince Central deeps a second to 150°C. That you is not considerated on the your considerated on the 3st part of maintaining and the 3st part of th	See Comment #8
					NODAS.	
905	Devid Hunter			Do not widen/no build	Materials from Manager Termina	See Convent #5
				Latent/Induced Demand	the problem of traffic congestion is not solved by building more roads as the amount of traffic will increase to (beyond) capacity however much is expansion is provided;	See Comment #18
				Air Quality/Noise	2) urises note polición in adically reduced, trough different surface, high barrien, or different segions and tree, registrothodo all continues to be highed. 3) the reconjunction polición from tree is gaing to morses and sell severely effect many more people with breathing problems, antime, etc. and distant free, a bind of polición that is just as insidious as fact coming from talleplane.	See Connect #34
906	David Ivey	2/8/2023	Email	General support	Acc Claims in Egy of Commissions. This put in registrate fails 1.5 through each is see of the rection companies reading and each on general modes, appearing in the State of Yasan. As it is invariant publication activities, and each of Yasan. As it is invariant publication activities, and each of Yasan. As it is invariant publication activities, and each of Yasan. As it is invariant publication activities, and each of Yasan. As it is invariant publication activities, and each of Yasan. As it is invariant publication activities, and each of Yasan. As it is invariant publication activities and each of Yasan. As it is invariant publication activities and yasan. As	See Connect #8
907	David Jabour	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that LSS through Audin is one of the most congested noishway segments in the State of Texas. As this seriously outdated readway is often called the Main Street of Texas, all Texas should call for bold and decemen action to bankform this critical shetch of infestivations into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Commant #S
					Accordingly, I are writing today to express my conspirate support for the 135 Capital Express Central design as proposed by TiCOT. Thank you for your consideration of this request. David M. Nabour, President of Twin Liquors	
908	David Keene			Noise	The complete PDF is located in the public hearing summary, appendix F. Ernell Copy: The Wilshire Wood/Delived 1 Neighborhood Association (WWD1) has participated in multiple engagement opportunities offered by the Texas Department of Transportation (Th0D) on the Internative-35 Capital Express Central Project (CapSt-Project) for the last several years. That engagement included meetings with Th0DT, input on the Th0DT digital platforms,	See Corment #69
					The company of the Account of the public leaves, generally, special for Earth Copy. The district of the Section 1997 is a special count on invaling an agreement agreement of the public leaves and the section 1997 is a special count of the Section 1997	

10	Concrete haire	Data Recrised	Source	Терм	IRLS and ELES. These receives regionated in factories assignment in the Walker's Blood resign (for the Control of the Walker's Blood resign (for the Control of the Walker's Blood resign (for the Control of the Walker's Blood resign (for the Control of the Walker's Blood resign (for the Control of the Walker's Blood resign (for the Control of the Walker's Blood resign (for the Walker's Blood resign) (for the Walker's Blood resign) (for the Walker's Blood resign) (for the Walker's Blood resign) (for the Walker's Blood resign) (for the Walker's Blood resign) (for the Walker's Blood resign) (for the Walker's Blood resign) (for the Walker's Blood resign) (for the Walker's Blood resign) (for the Walker's Blood resign) (for the Walker's Blood resign) (for the Walker's Blood resign) (for the Walker's Blood resign) (for the Walker's B	Баругчая
					Accusions account by INLOV INSIDER PRODUCT SUbdied/considered but not in an exact configuration that led to it meeting all the criteria necessary. Specifically, from the Traffic Noise Technical Report, I-35 Capital Express Central Project, Travis Courty, Texas, Austro District, CSL 0015-13-388 3: "An internate noise barrier, modeled along the existem ROW of the relevant from 35 to 261 feet south, with additional roise barrier segments modeled on the outside of the SUP barrier one earth	
					Authorisations by POOT stocked include. Commission in the word the poor of th	
				Assibatics	Authors to construct reason the season dates a seried action, in the COTO description for the Control of the Co	See Comment #597
				Lower Speed Limits	Forting must lawer Special into to \$50 mgs. This covert Modified Minimizes \$5 mags promotes assigns that will excurred profession and sufficient on \$50 mgs. This covert Modified Minimizes \$5 mags promotes assigns that will excurred profession assigns that will be assigned to the second of the se	See Comment #265
				Water Quality	ADD from to secure for the province deep prices in a current value of the first the inches prices of the secure of the first the secure of the first the current of the prices of the pr	See Comment #125
909	David Kleiman	3/7/2023	MyCapEx Website - Comment Form	Do not wider/no build	Tab and support the connect plan. Any plan that displaces forme or businession lift and support. This are not storping one from gaining to the west dark from the west dark. CAST larges are in waited of sports. It will be parently with bids who would not be in supported cars anyway.	See Connect #5
910	David Marquardt	2/7/2023	Email	General support	Our Charmen being and Commissioners. Then you for recogning that 155 trough Audit is a resid the most congulant coachey segments in the Store of Texa. As this seriously acidided coachey is when coache is that Store of Texa. As Texas will commission according to the Store of Texas. As Texas will commission according to the Store of Texas. As Texas will commission according to the Store of Texas. As Texas will commission according to the Store of Texas. As Texas will commission according to the Store of Texas. As Texas will commission according to the Store of Texas as Texas will commission according to the Store of Texas as Texas will compare on the Store of Texas will be part or consideration of this required. Description of the Store of Texas will be part or the Store of Texas will be part or consideration of this	See Comment #8
911	David Moody	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	A high-speed rail system between San Actions would be amazing, An easy way to gist between the two close would definitely make me want to go to Austin more often and I think more people would also go from Austin to San Actions as well and it would also both offer local economies to benefit as a result.	See comment #1
912	David Pedersen	3/7/2023	Email	Do not wider/no build	Statistics Program Statisty Termsy Discover. Let use the Statistic Research and Statistics Statist	Sec Demont 65
913	David Plate	3/7/2023	Erral	Do not wider/no build	Materials Regions Manager Transport Groups Group. The State of the St	The Communit ets
914	David Press	3/7/2023	Email	Do not wider/no build	Material Progress Manager Tensor Service. As a ration in Material New sear the registrie appeals of expending lightways. The day of Audion opposing an expension would set a great president for the state that does and communities should printling people over case.	See Comment #S
915	David Ross	2/8/2023	MyCapEx Website - Comment Form	General support	Dear Chaimmer Bugg and Commissioners: Livefile in support of the 15S Capital Express Central design as proposed by T-60ff. Think you for your support to address 15S frough. Audin in a comprehensive manner. This several of highway is indicated as the 15S movement for traffic composition and 25H worst in this state. 15S frough Audin is overdue for improvements to meet the current and future needs of a growing region to ensure our local entate secondary common continuation to the current continuation of the composition of t	See Comment #8
916	David Ross	2/27/2023	MyCapEx Website - Comment Form	General support	Dear Charmon long and Commissioners The Charmon long and Commissioners The Charmon long and Commissioners The Charmon long and Commissioners The Charmon long and Charmon lo	See Comment #8
917	David Stern		MyCapEx Website - Comment Form	Air Quality/Noise	We need greater measurements of air quality during this *emisormental" review.	See Comment #34
				Water Quality Public Transit / Multimodal	Engineers should study ways to treat the water numff (currently it goes directly into the lake - our drinking water source) Was should have direct BUS ONLY or ramps and off ramps so that triansit gots a priority over one person one whiching	See Comment #25 See Comment #33
				Public Transit / Multimodal Transportation	Was should have direct EED DAXY or reverse and off reverse to that trivinal globs a priority over one generic new vehicle. Was should have thus early larves (god forbid TDOOT actually plain for real fiver—that would be truly seasones)—but we need PREFERED bearest options.	
				Bury/tunnel	We should have more cape (aury the feerway in longer augments an we truly create connections between eard and word). Early plans suggested TDOT mould pay for the project. Why do Audin lapsayers have to foot the bit for the region and the state?	Set Connect 4:55
918	David Todd	2/21/2023	VOH	General support	I appreciate TDOT's efforts to be transperred and collaborative with the general public and neighbors. In also pleased to see the bilary pol distribute, whench case public, managed lanes, and noise behavior. Those are valuable and important. On the other hand, it is allegated that the segment of this 50 behave Lady the first lane and the Molte is not opposed, and pass include closured. Without any office of the second	Sea Comment #8
919	David Valdez	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	continue to devolvo bills or other ways of managing demand. All Transit believes the the cities would not only benefit everal traffic but also reduce emissions.	See comment #1
920	David Valdez	Q-00 ,002A			In SECT LOCK. Associated to the Control of the Con	See Comment #3.
				Public Transit / Multimodal Transportation	Indiand, the focus aboud to or making it possible for purple to move within the city move efficiently without our. Cars have their place, but through the model of the oily not where we should be purentially filled. Therefore, in move most become, safet design for productions, cyclas, and when their cars within the oily is what the recitient read, and is much move acaded that constant expension of reads for cars.	
921	David W Sullivan		MyCapEx Website - Comment Form	Air Quality/Noise Cans/Deck Plazas	Friends - I am very concerned about this project for the following reasons - 1] the ES should have covered the entire length of IM 35 in Trivial County, not only the central only portion; [2] I believe T.B.OT should pay for puriting a 'cap' on the depressed lanes, or at least add the cop during construction and allow Audin to pay T.B.OT back over time;	See Comment #34 See Comment #47
				Caps/Deck Plazas Business/residential displacement	2) Indexes INCOT should pay for pulling 4 You'r or the appreciate lines, or at least and the tock opcounting construction and above Audit in pay InCOT back over time; 3) great efforts should be made to not take homes and businesses adjacent to InCS. 4) InCOT should conceivable with Capital Audit in Farinst Plurinsenship to find housing for the large number of workers show all the medical over the same time protein for Start And Preset Commont. Thank you for your abstraction.	See Comment #22 See Comment #21
					THE ART OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF T	

922	David Wenger		MyCapEx Website - Comment Form	Reroute to 130	Opening up 130 for large trucks will make my way to work or my child's school far safer than the east, west crossing of a larger 135.	See comment #3
				Bury/tunnel	Halfa. Thank you for the considerate neet prians for ISS. For my needs, I believe the updates could be beneficial. However, the logic remains filewed. I am unsure of TXDDT's plan to intertwine the frontage road and rail read tracts at 4.14, Wilshire, and	Saic Comment #25
					so is TXDDT, So, the project needs a lot more funding to be buried under the ground. The frontage road and intersection will not be able to raise or lower the railway, and I don't see a way forward without lowering the road. Fund it more. Thank you.	
923	David Wenske		MyCapEx Website -	Bike/ped safety	The current expansion plans for 105 do not meet the future needs for Austinities. I am visually-impaired and would strongly appreciate stronger public triansit and cycling options along this corridor to make commuting safer. I do not want this corridor to only prioritize cars while making cycling and public buses an afterthought.	See Comment #30
			Comment Form		commoning salest. I do not want unis common to only promises care write meeting cycling and pulses coases an antentrocupit.	
				Reroute to 130	I also support making 130 toli-free so it can accommodate more freight traffic around the chy. Thank you.	See contreant #3
924	David Williams				MobilitySS Program Manager Tommy Abrego,	See Constrant #4
					Accordance rangem name present in the control of th	
					** Barbaian the highway on that it is no higher and wider than tortay including narrowing the right of way to make more for substantial annument development	
				Community alternatives	*Redseign any improvements to minimax induced Demand, vehicle miles traveled, and the resulting pollution. This would include a robust study of induced Demand, increased VMT, and a realistic assessment of both current and future pollution and that does not simply assume electric vehicles will solve these issues.	
					Doubt William Local State Command The Command State Comman	
				Reroute to 130	* TxDOT should incentivise traffic to use SH130, which was built as a bypass to i-35, but is currently not financially structured to encourage long distance drivers to go around contral Austin.	Secoment #3
				Water quality	*Redesign wider management, including management of stormwater, nunoff, and flooding, to ensure that water is filtered and treated before being returned to the Culorado River.	See Comment #125
925	Davida Charney	1/31/2023	Email	Caps/Deck Plazas	Date Chairman Bugg and Commissioner: Yes 1-35 is a crucial read-way not only to Austin but to Texas as a whole. We do need bold and deciview action to busneform it. But the current plan leaves much to be detained. The decip place, the subset of the plan. This is the conference of the plan. This is the only way to encourage transit and meet the needs of commission and the plan who was and belocks. The humby you. Desired Commission and the plan was a part of the plan. This is the only way to encourage transit and meet the needs of commission and plan who was and belocks. The humby you. Desired Commission and the plan was a part of the plan. This is the conty way to encourage transit and meet the needs of commission and the plan was a part of the plan. This is the conty way to encourage transit and meet the needs of commission and the plan was a part of the plan. This is the conty way to encourage transit and meet the needs of commission and the plan was a part of the plan. This is the conty was to encourage transit and meet the needs of commission and the plan was and the plan was and the plan was a part of the plan. This is the conty way to encourage transit and meet the needs of commission and the plan was also the plan. This is the contyne to the plan was and the plan was and the plan was and the plan was and the plan was and the plan was a plan was a plan was and the plan was a plan	See Comment #42
926	Dawn Cristina		MyCapEx Website -	Regional Connectivity	To TXDOT: It would be great to have high speed rail from the southern Texas border to the Oklahoma border, but since this is probably not going to happen, we need dedicated bus laines all the way to	See comment #1
	Dawn Cristina Cochran		Comment Form		Oklahoma and dedicated bus on/off ramps in all mejor metro areas.	
				Air Quality/Noise		See Connect 634
				An Quanty reason	We also need to have complete environmental studies whenever and wherever construction is planned to make sure the environmental impact of any 1000T project is the least harmful to our natural resources and that these studies include concrete recommendations to minimize harm to air quality, I also want study recommendations to be seriously environed with a view to following them!	
	Continenter Name	Date Barehed	Source		Comment	
ID	Commenter Name	Date Received	Source	Topic		Repones
927	Dawn Hammond		VOH		Indeed, to go come to 2.55 separation. Linderships the ST LOST, required paid increased triplic classes and their just a portion gast. The observed fluxers will be dealing with this hortists decision for advantage of the state of the complete, descript or information and prompt of the state of the complete complete and prompt of the complete c	Sac Comment #5
					This will negatively impact the quality of life of myself and my neighbors. In addition, this will cost the city immersely while against exhibit in return (see will STEL be responsible for pering to cap the hidrount. We need to common overline our nature and start coming recentable if we must be not be a supported by the control of t	
				Do not widers/no build	Il Boddock Calletti Court and sur a	
				Latent/Induced Demand	As a hormover near the proposed expansion, this would cause more traffic (peer decades of waithing highway expansion in other states and in Houston, we have learned that highway expansion does not provide long term solutions to traffic configuration).	See Comment #18
					provide long tarm solutions to traffic congestion).	
				East/west connectivity	This causes increased disconnection between parts of the city and will decrease the ability of users that choose to get around without cars to get around.	See Comment #20
				Business/residential displacement	It will also displace over 100 residents, including a newly-created affordable housing complex. This is pretty diagnosting,	See Correcant #21
928	Dawn Hammond			Do not widen/no build	Manipular Progress Manager Investory designs a Street Investor of the Street Investor Investor Investor Investor Investor Investor Investor Investor Investor Investor Investor Investor Investor Investor Investor Investor	See Comment #5
					This wostern the ability of the city to be connected to other parts of the city. More lanes of highway also cause hage problems for those without cars to get around. This would have a directly NEGATIVE impact on my quality of life and those of the people around.	
					Dawn Harmond	
				Latent/Induced Demand	In addition, this does NOTHING to solve the proposed problem of traffic since all it will do is cause induced Demand. It might solve traffic congestion for a year, but soon it will come back but this time with an	See Commant #18
					In addition, this does NCTHNC is salve the proposed problem of bellic since all it will do is cause induced Demand. It might valve traffic congestion for a year, but soon it will come back but this time with an even large increase on or dependence in a CTT. These doth trains a value in a Very I. Expended the global purpose of this gindage.	
			MyCapEx Website -		I would like to recommend to convert I-35 from US 183 to SH 71 to Susiness I-35, a larse street with a light rail in the median. In revening recent projects such as the Katy Prey confider, I would like to look at	See comment #1
929	Deagla	1/30/2023	Comment Form	Regional connectivity	Feduld like to recommend to convert 135 from US 283 to 917 z to Staines 135, a laine stitled with a light rail in the medium. In reviewing excent projects such as the Kalp Fivey conditor, i would like to block at reducing before the way comind to a line of 100 maintenance and four first page laines 135, a laine stitled page of a parallel in internal committee on that Co m to 135, reducing into Staines 35 would allow for a light not convince that would be a better an advantage to the page of the stained committee on that 135, and while in proposements some understanding the stained committee of the stained project on the stained project	
929	Hende shot	ir 1/30/2023		regular conscionly	as well. The main thing is to get through traffic away from downtown and there is a possible non tell option. In addition, I would like to see US 290 freeway from I-35 to US 183 removed, and extending RM 2222 as a four lane street as well. I am looking at this idea from an active project in Spracuse rerouting I-81 to I-481 and replacing the oid I-81 with Susiness I-81.	
					DWITHOU	See Comment #4
					I would like to propose for 155 to go over Claire Chaves have Clear Chieves trenched before, leading for an undergois ballow the Bild Link. In a commonal to independ and the Policy of Charles Chieves have Clear Chieves trenched before, leading for an underlink model in the Policy of Charles Chieves have Clear Chieves and the Chieves Chieves and the Chieves	and Controlled 4
930					I would like to propried for 155 big pow of Clear Chaires have Clear Chaires and Chaires the reducted below, including to an undergroun below the Red Line. I as proposal to positively where the future, below propagating or all costs, in the case may use in least a feature, because of particular than the company of the case of t	AN COLUMN TO
230	Deagle n	a 2/4/2022	5	Community alternatives	seed tiller proposed til 255 g gen ock ander Savet frem Cauc Character versondet blein, knoting av an undergane belan til nich an fatt i final i na proposed til principal som som fatt i final som fatt at dis anhand commen frem fatt og fatte frem fatt og fatte frem fatt og fatte frem fatt og fatte frem fatt og fatte frem fatt og fatte frem fatt og fatte frem fatt og fatte frem fatt og fatte frem fatt og fatte frem fatt og fatte frem fatt og fatte frem fatt og fatte frem fatt og fatte frem fatt og fatte frem fatt og fatte frem fatt og fatte frem fatt og fatte frem fatt og fatte frem fatt og fa	
	Deagla n Hende shot	a 3/4/2023	Email	Community alternatives	I south lies be proposed to 3.5% to go on Come Owner have Come Desire travel facilities, leading it as undergrase below to Medic Line. In proposal to profit the owner with the Mounth American Collective Travellers and a 4 Submitter control from the Collective The Operation Test Submitter Collective Tes	
	Deagla n Hende shot	a 3/4/2023	Email	Community alternatives	Facilitätis proposes fol 35 to gi aur Cone Charat han o Clarc Charat han the Clarc Charat han	
	Deagla n Hende shot	a 3/4/2023	Email	Community alternatives	I recel file to propose for 15 th p and Come Channe have Clause Ordered International Company and the Section of the Company and the Section of the Company and the Section of the Company and the Section of the Sectio	
	Deagla n Hande shot	a 3/4/2023	Ernail	Community alternatives Do not widen/no build	have as enforced to my proposed PCART for 8 will impact METR/Flowed and Project Connect projects and will impact 135 and the Kulty Previous as well. Projected Anthritis Flower Plant Trips://goa.gl/mony.Gross-Conditional-School	See Connect 45
	Deagle n Hende shot	a 3/4/2023	Email		have as enforced to my proposed PCART for 8 will impact METR/Flowed and Project Connect projects and will impact 135 and the Kulty Previous as well. Projected Anthritis Flower Plant Trips://goa.gl/mony.Gross-Conditional-School	
	Delegis n Hencle shot	a 3/4/2023	Email		have as informed to my proposed PCORT for 8 will impact METROFast and Propose Connect proposes and will impact 135 and the Kidy Previous as well. Proposed Antonia Press Plan Tripps://goo.gl/mooy.Grow.Grow.Grow.Grow.Grow.Grow.Grow.Grow	
	Delegis n Hencle shot	a 3/4/2023	Email		have as enforced to my proposed PCOLTS for. It will impact METROFlood and Propose Connect proposes and will impact 135 and the Kidy Previous as well. Proposed Anthon Feed Plant https://goo.gl/mony.Gon/Connect-S49 We ToOT IndOCT. I am midting lays body to express my appealant to 135 expension. Empirical evidence as suggests that adding more been to highway only attracts more can and beach to more congestion. This increased use beach to more air and noise publishers connect beach to more congestion. This increased use beach to more air and noise publishers connect beach to more congestion. This increased use beach to more air and noise publishers connect beach to more congestion. This increased use beach to more air and noise publishers connect beach to more congestion. This increased use beach to more air and noise publishers connect beach to more congestion. This increased use beach to more air and noise publishers connect beach to more congestion. This increased use beach to more air and noise publishers connect beach to more congestion. This increased use beach to more air and noise publishers connect beach to more congestion. This increased use beach to more air and noise publishers connect to the state of the more congestion. This increased use beach to more air and noise publishers. I also the first to the publishers are the construction of the more congestion. This increased use beach to more air and noise publishers. I also the first to the publishers are the construction of the congestion to the construction of the congestion to the construction of the congestion to the conge	
	Designing n Hendelshot	a 3/4/2023	Email		have as informed to my proposed PCORT for 8 will impact METROFast and Propose Connect proposes and will impact 135 and the Kidy Previous as well. Proposed Antonia Press Plan Tripps://goo.gl/mooy.Grow.Grow.Grow.Grow.Grow.Grow.Grow.Grow	
931	Deaglist n Mande shot	a 3/4/2023	Email		have as enformed to my proposed PCOUTS less. It will impact METROFlood and Physical Convect proposes and will impact 135 and the Kulfy Prevery as well. Proposed Anthrea Fees Plan Tripps://goo.gl/?repsi,45msChardCycleses549 No. TOCOT FLOOD. No. No. No. The Proposed PCOUTS less in the proposed and pr	
931		a 3/4/2023	Email		have as enformed to my proposed PCOUTS less. It will impact METROFlood and Physical Convect proposes and will impact 135 and the Kulfy Prevery as well. Proposed Anthrea Fees Plan Tripps://goo.gl/?repsi,45msChardCycleses549 No. TOCOT FLOOD. No. No. No. The Proposed PCOUTS less in the proposed and pr	
931		a 3/4/2023	Email	Do not widen/no build	have as enformed to my proposed PCOUTS less. It will impact METROFlood and Physical Convect proposes and will impact 135 and the Kulfy Pheneway as well. Proposed Anthrea Fees Plan Tripper/graps/grap	tion Comment #5
931		a 3/4/2023	Email	Do not widen/no build	have as enforced to my proposed PCOLTS for. It will impact METROFlood and Propose Connect proposes and will impact 135 and the Kidy Previous as well. Proposed Anthon Feed Plant https://goo.gl/mony.Gon/Connect-S49 We ToOT IndOCT. I am midting lays body to express my appealant to 135 expension. Empirical evidence as suggests that adding more been to highway only attracts more can and beach to more congestion. This increased use beach to more air and noise publishers connect beach to more congestion. This increased use beach to more air and noise publishers connect beach to more congestion. This increased use beach to more air and noise publishers connect beach to more congestion. This increased use beach to more air and noise publishers connect beach to more congestion. This increased use beach to more air and noise publishers connect beach to more congestion. This increased use beach to more air and noise publishers connect beach to more congestion. This increased use beach to more air and noise publishers connect beach to more congestion. This increased use beach to more air and noise publishers connect beach to more congestion. This increased use beach to more air and noise publishers connect to the state of the more congestion. This increased use beach to more air and noise publishers. I also the first to the publishers are the construction of the more congestion. This increased use beach to more air and noise publishers. I also the first to the publishers are the construction of the congestion to the construction of the congestion to the construction of the congestion to the conge	tion Comment #5
931		a 3/4/2023	Email	Do not widen/no build	have as enformed to my proposed PCOUTS less. It will impact METROFlood and Physical Convect proposes and will impact 135 and the Kulfy Pheneway as well. Proposed Anthrea Fees Plan Tripper/graps/grap	tion Comment #5
	Dean Elezab			De not wider, his build De not wider, his build Multimodal Transportation	The sea is softwared to my proposed PCOATS less. It will repose METROPhase and Physiol Convect propers and will impact 155 and the KASY Prevery as well. Proposed Anthon Feed Plan 1986// group, "Group, Group, Grou	Daw Connect 45 Sax Connect 420
931		a 3/4/2023	Email Email	Die ned welderjins bestid . Die ned welderjins bestid . Multimedia Transportation	The sea softwared to my proposed PCOATS less. It will report METROPhased and Proposed Connect proposes and will impact 155 and the KLIST freeway as well. Proposed Anthrea Feets Plant Integer_/group_group_group_color_	tion Comment #5
	Dean Elezab			Die ned welderjins bestid . Die ned welderjins bestid . Multimedia Transportation	The sea softwared to my proposed PCOATS less. It will report METROPhased and Proposed Connect proposes and will impact 155 and the KLIST freeway as well. Proposed Anthrea Feets Plant Integer_/group_group_group_color_	Daw Connect 45 Sax Connect 420
	Dean Elezab			Die ned welderjins bestid . Die ned welderjins bestid . Multimedia Transportation	The sea softwared to my proposed PCOATS less. It will report METROPhased and Proposed Connect proposes and will impact 155 and the KLIST freeway as well. Proposed Anthrea Feets Plant Integer_/group_group_group_color_	Daw Connect 45 Sax Connect 420
	Dean Elezab			Die ned welderjins bestid . Die ned welderjins bestid . Multimedia Transportation	The sea is softwared to my proposed PCOATS less. It will repose METROPhase and Physiol Convect propers and will impact 155 and the KASY Prevery as well. Proposed Anthon Feed Plan 1986// group, "Group, Group, Grou	Daw Connect 45 Sax Connect 420
	Dean Elezab			Die ned welderjins bestid . Die ned welderjins bestid . Multimedia Transportation	The sea softwares to my proposed (COUT) fine. It will impact METROPass and Proposed Convect proposes and will impact 155 and the Kuth Prevery as well. Proposed Annexia Fears Plan 1986// (paugit Proposity-Ground-G	Daw Connect 45 Sax Connect 420
	Dean Elezab			Die ned welderjins bestid . Die ned welderjins bestid . Multimedia Transportation	The sea softwares to my proposed (COUT) fine. It will impact METROPass and Proposed Convect proposes and will impact 155 and the Kuth Prevery as well. Proposed Annexia Fears Plan 1986// (paugit Proposity-Ground-G	Daw Connect 45 Sax Connect 420
932	Dean Basab Coven Paters	3/7/2023	Ernal	Do not widen/no toolid Notificed at Transportation Public Transportation Transportation	The sea softwares to my proposed (COUT) fine. It will impact METROPass and Proposed Convect proposes and will impact 155 and the Kuth Prevery as well. Proposed Annexia Fears Plan 1986// (paugit Proposity-Ground-G	See Connect 60 See Connect 60 See Connect 613
932	Dean Basab Coven Paters	3/7/2023	Ernal	Do not widen/no toolid Notificed at Transportation Public Transportation Transportation	The sea softwared to my proposed PCOATS less. It will report METROPhased and Proposed Connect proposes and will impact 155 and the KLIST freeway as well. Proposed Anthrea Feets Plant Integer_/group_group_group_color_	See Connect 60 See Connect 600 See Connect 610
932	Dean Basab Coven Paters	3/7/2023	Ernal	Do not widen/no toolid Notificed at Transportation Public Transportation Transportation	The sea softwares to my proposed (COUT) fine. It will impact METROPass and Proposed Convect proposes and will impact 155 and the Kuth Prevery as well. Proposed Annexia Fears Plan 1986// (paugit Proposity-Ground-G	See Connect 60 See Connect 600 See Connect 610
932	Ones Datab Dean Palm Dean Palm	3/7/2023	Erosi	Do not widen/no build Multimodal Transportation Finder Transportation Finder Transportation General support	The sea softwares to my proposed (CNRT) line. It will impact METROPassed and Physical Convect proposes and will impact 155 and the Kulty Preventy as well. Proposed Anthon Feats Plant Integrity (paugit Proposity Groups (Groups Groups	Das Connect #5 Sas Connect #20 Sas Connect #23
932	Ones Datab Dean Palm Dean Palm	3/7/2023	Erosi	Do not wider, the build Multimetal transportation Multimetal transportation Public Transportation Transportation General support	The set and described to the proposal of CNRT line. It will impact METAPowed and Physical Convect proposals and will impact 155 and the KLD Preceive; as well. Proposal Anthon Preceive	See Connect 4:3 See Connect 4:3 See Connect 4:3 See Connect 4:3 See Connect 4:3 See Connect 4:3 See Connect 4:3 See Connect 4:3 See Connect 4:3 See Connect 4:3 See Connect 4:3 See Connect 4:3 See Connect 4:3 See Connect 4:3 See Connect 4:3 See Connect 4:3 See Connect 4:3
932	Dean Dates Dean Palm Dean Source Dean Source	3/7/2023	Erosi	Do not widen/his toolid Multimodal Transportation Public Torins Multimodal Transportation Public Torins Transportation General support Do not widen/his build Later/instance Bannere Circular Change	The sea softwared to my proposed (CNRT) line. It will impact METROPassed and Physical Connect proposes and will impact 155 and the Kulf Phenewy as well. Physical Freeze Phene Phene Plant Policy ("graph," Graph, Grant, Grant Connection ("Grant Das Connect #5	
932	Dean Dates Dean Palm Dean Source Dean Source	3/7/2023	Erosi	Do not widen the build Multimodal Transportation Auditorial Transportation Pedia Transportation Transportation General support Do not existen the build Later/Probased Demand Contact Change Shopped authy	The sea softwares to my proposed (CMT) line. It will impact METROFlood and Physical Convect proposes and will impact 155 and the KLB Phenoxy as well. Proposed Anthon Floors Plant Integrity (paging) Physical Convection (CMT) Integrity and CMT Integrity (paging) Physical CMT Integrity (p	See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45
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935	Deaton Bedna	di vale sea	MyCapEx Website - Comment Form	Do not widen/no build	This "Modified Namemia" 2" lakes 2" sense or central Auditor displacing Suprimenses and bronne. What about the read to housing time to jok in notice Auditor to bicerosas shall of 2 propin can be classe to their week place, major they won't als 3 billion double with the system of a contraction. By the late the late is a late of more suprime contraction. In the late of the late	See Convent 65
				Letent/Induced Demand	These man shift bear this 50 in the city of admits of 4.61. I am disreptly by the given of 1.000° to show the shift issue in the city in this 50 by building more read lives. These are many index by social securities with data before both subding more reads in create with 1.000° to shift and common lives are lives as the city of the 1.000° to shift and common lives are lives as the city of the 1.000° to shift a shift and common by suddes today, 1.000°, why are you using old thinking instead of the never ideas that will efficiency more staffic in the central Teass area.	See Comment #18
936	Debbie Lopez	2/13/2023	Email	General support	Class Channel Begg and Commissioners. The class of the region of the class of the	Soc Contential 8
937	Deborah Arronge	3/7/2023	MyCapEx Website - Comment Form	Air Quality/Noise	Expending (35 will mean more 24 hour a day traffic noise and worse air quality. There are so many children in this neighborhood that play activise. Please come up with an alternative that considers the social who actually the here.	Sea Comment #34
938	Deborah Homidkel	1/30/2023	Email	General support	Date Chairman being and Commissioners Thank you for recipiting (that 155 through Audin is one of the most congulant reading suppress) in the State of Teas. As this surricusty addited mealows a when could not be the State of Teas. As the surricust that the State of Teas. As the surricust that the state of Teas. As Teas and Tea	Sea Contract #8
939	Deborah Ledyard		MyCapEx Website - Comment Form	Do not wider/no build	White 135 congestion is problematic; the idea of expension is not a safely include, 1 do 100T support the current plan. Nationizally, everywhere highways are expended, it workers the traffic situations. This makes no series to me.	See Commute 65
				Bury/tunnel	The one plan suggested a while back which had burnelling seal interesting. To me, it recalled how the Dallas turned project created an annating public park for people and connected parts of the city which were previously deported.	See Comment #25
				Reroute to 130	We need to be rerouting thru traffic around the city - expansion does nothing to encourage that option to travelers and transportation trucks.	See comment #3
				Multimodal Transportation	We also need to rethink what it means to fund transportation with emphasis on efficient mass trained system which seamened yindudes light sail and bulleys, bike and pedastrian larns and devoted budieseds, and task, oberfire 5 boses. Reject the date that we was only see more year more year more year more more reads don't below.	See Comment #20
940	Deborah Maturner	3/1/2023	Email	Do not wder/no build	Materials Region Manager forming forming of the control of the con	The Comment #S
941	Debra Squinews			Do not wider/no build	Substitution is a majested formage for formation (expect the region of t	Se Content #5
				Public Transit, Multimodal Transportation	Construction is the submitted for the solicity of the solicity	So. Contrastif #13
ID.	Comminter Name		Source	Transportation Topic	or do not not support this. Unitable, we discharge paragin from using public transportation by supporting properts like the 35 separation that will provide about term which to large using politions. Places found public transportation related. Comment Comment	Reserves
1D 942	Corresenter Name Deidne Worth	Date Received 3/8/2023	Source Email	Public Trains, Malfarodal Trainsportation Topic Star/pad safety	or do not not support this better or will come paragrafter the respectation by supporting properts like the 35 separation that will provide short term related to transport the respectation property of the state of the support that the support t	See Connect #33 Processes See Connect #30
942 943			Source Email MyCapEx Website Comment Form	Transportation Topic	or do not not support this. Unitable, we discharge paragin from using public transportation by supporting properts like the 35 separation that will provide about term which to large using politions. Places found public transportation related. Comment Comment	Reserves
	Deidne Worth	3/6/2023	Source Ernal MyCapEx Website Comment Form	Transportation Topic Bike/ped safety	or do not not support this better or will come paragrafter the respectation by supporting properts like the 35 separation that will provide short term related to transport the respectation property of the state of the support that the support t	Financial Tan Commut #30
943	Deidne Worth Delaney B	3/6/2023	Source Ernal MyCagEx Waterier Commerc Form	Transportation Topic Bladyped safety Capty, Onch. Plazas	ing down or stated, we discover page project from using pulset transportation by supporting projects like the 35 separation that will provide short term related to transportation. Placed that pulset transportation related. Contract We ToOT TOO! Supported 153 Set Tool and washing to my office in disentional impossible. Adult in read to bocome more washinks. Expanding 135 in rol a long term solution to briefly. Placed cower more light and for the community to sea. Could term control and washing the my office in disentional impossible. Adult in read to bocome more washinks. Expanding 135 in rol a long term solution to briefly. Placed cower more light and for the community to sea. Could term control and the solution season of the solution in	Anciented SD Soc Contract SD Soc Contract SA2
943	Deidne Worth Delaney B	3/6/2023	Street Email MyCagEx Waterle- Comment Form	Transportation Trans Bitalyand subtry Capty Osco Plazas Do not widen no build	on the control of the	Tenconnect 450 See Connect 450 See Connect 450
943	Deidne Worth Delaney B	3/6/2023	Source Email MyCagts Webste- Commert Form	Transportation Trans Breary and walley Capes Over Presses Do not wider, not build Community Alternation Capers (Verland Comment)	ing down or stated, we discover go program from using pulser from using pulser from using pulser from using pulser from using pulser from using pulser from using pulser from using pulser from using pulser from using pulser from using pulser from using pulser from using pulser from using pulser from using pulser from using the day of the da	Recovered #30
943	Deidne Worth Delaney B	3/6/2023	Source Ernal MCagE Webster Consure Form	Transportation Trans Bearyind walkey Capts Own Please Do not wider, his build Carrowing Albertation Latert, Tolkand Demand An Qualify Februar And Qualify Februar And Qualify Februar And Demand And Commission	ing does not selected the state of the selected points to require profession from using points to require profession. These bord points to require profession from the selected points to require profession. The selected points to require profession from the selected points to require profession. **Comment** **OF INCEST** **OF INCEST	Sea Connect #30 Sea Connect #40 Sea Connect #40 Sea Connect #40 Sea Connect #40
943	Deidne Worth Delaney B	3/6/2023	Source Ented Ented MyCapfic Widoler Commert Form	Transportation Trans Breapined walkey Capas Owen Pleases Do not wider, not build Carronwith Alternations Laters, Technoid Sommer And Qualify Telesian Paris: Transportation	ing the not index of the content point for the content point for the point for the content for the content point for the content point for the content point for the content for the content for the content point for the c	Resource 20
943	Deidne Worth Delaney B	3/6/2023	Email McCagEs Wildester Connect Form	Transportation Trans Bearyind walkey Capts Own Please Do not wider, his build Carrowing Albertation Latert, Tolkand Demand An Qualify Februar And Qualify Februar And Qualify Februar And Demand And Commission	ing does not selected the state of the selected points to require profession from using points to require profession. These bord points to require profession from the selected points to require profession. The selected points to require profession from the selected points to require profession. **Comment** **OF INCEST** **OF INCEST	Section 1-12
943	Deidne Worth Delaney B	3/6/2023	Source Ernel Oscingts Websele Commerc Form	Transportation Transportation Biospied subtry Capin Oses Plazas Co not eviden, his build Commonly Alternation Later (Volume Demand And Quality Plants Biospied subtry And Quality Plants And Quality Plants	sing them a relative from the section of policy transportation from using pulses transportation by supporting preparable the DS Separation that will provide short term related to transportation. Passed transportation from the section of the policy transportation from the section of the sect	Sec Connect #50
943	Deidne Worth Delaney B	3/6/2023	Storms Ereal Oxford Welson Oxford Foro	Transportation Trans Breaging auding Capas Osen Please Do not wider, not build Community Afternation Laters (Included Comment And Qualify Season Pales Transportation Breaging auding	ing the on a relative free factor of points from some graphic from using public foreign profession for the will provide that will provide short form related to the public foreign profession from the source of the	Section 1-12

				1		See Comment #34
					I am appailed that the current environmental impact statement barry, if at all, addresses the effects of air pollution on public health. Where is the air pollution analyses? but because you don't have to abole by federal immirronmental review due to your MOV with the fields does not mean it should be ont in ay component. Let a final a final and on the public or work with the fields does not the final to do you final the final and t	Sau Contract # 3-4
					Let's took will the source of these impacts so we know what we're setting our lock up for with their future health. I just webtred an expert UT panel discussing this each slow, and here's what I hearts show a lock on the setting our lock and the setting our lock and their should be setting our lock and the setting our l	
					Discot in nationiar is associated with increased risks of asthma and arboras health affants	
					Auditris air quality is based on only 2 monitoring stations and does not give a clear and accurate picture of pollutant levels, particularly directly adjacent to the highway. Dissel engines produce 50s the amount of pollutants than care. These are discided of insearch belowing that highway appearsion DOES NOT PR. COURSETING. Are an existent of this sea, it cleaned a more picture-leve summary of the environmental impacts—not a 900 page document shroushed in bureaccacy-speak that a verage citizens cent understand. Those also MAST REMOUTE	
				Air Quality/Noise	Clinical EFT Tapping Coach	
				q		
947	Denna Sweeney	1/30/2023	Email	General support	Date Chairman Bugg and Commissioners: 135 through Audin has become extremely congloads. My family avoids using it as much as possible which means we choose to frequent businessise and resistancing in places where we can exist using 1.55. It absolutely must be addressed and facility the state of Foics. It is bodg overfour and will only continue by firm commission. If a more interest to the proposal possible in the state of Foics. It is bodg overfour and will only continue by firm commission. If any writing today to express my compressive poor for the 1.55 Capital prescribed interest and proposal by 1000. These pours before the processing overfour the state of the process continued by the processing of this sequent. Exercise, Demai Sewaniey	See Comment #8
					resolutions in practice water well-call active and processing the processing of the	
948	Derek Behrens	3/6/2023	Email	Public Transit /	Mobility55 Program Muragor Tommy Alrego,	See Commant #13
				Multimodal Transportation	Mobility35 Program Manager Tommy Abrago, Wa need more public te insportation and less car dependency, Don't plague downtown areas with cars. Durk Bernera.	
949	Derek Brozowski	1/20/2023	MyCapEx Website -	Regional Connectivity	Highway expansion is a never ending boardaggle. More lanes just means more cars on the road. SPEND MONEY ON RALL. Our state and country's lack of passenger rall service is laughable.	See comment #1
343	Dellar Discount	1/20/2023	Comment Form	regular correcting	Together such that in the months of controllings, more sines yet interest that out in roles. When the controller is the controller in the	Jan (2011) 11 2
950	Derek Epp	2/11/2023	MvCapEx Website -	Do not widen/no build		Sec Comment 65
950	Denek Epp	2/11/2023	MyCapEx Website - Comment Form	Do not widen/no build	Side that the professor and stating diseases to the city of Auto. Consequency to the city of Auto. Consequency to the city of Auto. Consequency to the city of Auto. Account of the Consequency to the city of Auto. Consequency to the	See Communit #2
					highway outside of the city, claiming that, it should be surk into a turnel so that throways cover the majority of its length through central Austin. Opportunities to correct a policy mistake don't come around other and should be fully embraced. Not wasted with half measures.	
951	Derek McGee	2/7/2023	Email	General support	Due Cleament higg and Commissioners: Thank you for congressing that 155 through Audit is one of the most congressed madesy supports in the State of Texas. As this surrounty noblated madesy is offer a seal for the State of Texas. As the surrounty noblated mades by a fine seal for the State of Texas. As the surrounty noblated mades by a fine seal for the State of Texas. As the surrounty noblated mades by a fine seal for the State of Texas. As the surrounty noblated mades by a fine seal for the State of Texas and the State of Texas. As the surrounty noblated mades by a fine seal for the state of the State of Texas and the State of Texas and the State of Texas. As the surrounty noblated mades are separated in our past State. The State of Texas. As the surrounty noblated mades are separated in the surrounty noblated mades are surrounty noblated mades a	See Comment #S
					Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
	1		1			
952	Derek Nesmtih	2/10/2023	MyCapEx Website - Comment Form	General support	In writing to voice my support for the proposed 135 expansion project. 135 is dated and inadequate to the needs of a growing Austin and central Texas region. Every delay in this project has a real human cost in lost time, and economic value foregone, that far conveigns any of the modest trade-offs faced by the small number of businesses and individuals being displaced.	See Correlat 88
			Comment Form		cost in lost time, and economic value foregone, that far cutweighs any of the modest trade-offs faced by the small resulted or foreignesses and initial/values being displaced. NMPN's and oranger advisits have high dup this important work for too long. The idea that replacing 35 will have a significant environmental imagent a size. It is first both to the control of the control	
953	Derek Starzynski	2/7/2023	Email	General support	Nucl Chinese Body and Commissioner. Durk on the commission that 15 through body is one of the most comment of motion of the Date of Tors. In this content and that content is the	See Comment 48
***	Delet Startylan	2/1/2023	Lines	чини върхи	Date Chairman Bugg and Commissioners: Thank you for recognizing that 1.55 through Austin is one of the most congested machiney segments in the State of Texas. As this seriously outsided machiney in other control than 15 through Austin is one of the most congested machiney segments in the State of Texas, as this seriously outsided machiney in other control than 15 through Austin is one of the State of Texas, as the commission of the require commission of the require commission of the require control than 15 through the specimen of the require. Exemption State of the require control than 25 through the specimen of the require. Exemption State of the require control than 25 through the specimen of the require. Exemption of the require control than 25 through the specimen of the require. Exemption State of the require control than 25 through the specimen of the require control than 25 through the specimen of the require control than 25 through the specimen of the require control than 25 through the specimen of the require control than 25 through the specimen of the require control than 25 through the specimen of the require control than 25 through the specimen of the require control than 25 through the specimen of the require control than 25 through the specimen of the require control than 25 through the specimen of the require control than 25 through the specimen of the require control than 25 through the specimen of the require control than 25 through the specimen of the require control than 25 through the specimen of the require control than 25 through the requirement of the requirem	JAN CONTROL TO
954	Deron Lozano	3/7/2023	Email	Cooperating and Participating Agency	The control of St. St. Conference Control Angula Control Angula Control Contro	TADOT has also held several cross-agency meetings including team members from the City of Austin, CapMetro and Project Connect to ensure the Capital Express Central project aligns with other transportation project goals for the City of Austin, TaDOT
					On behalf of Austin Transal Partnership, phases find the stracked latter documenting our agency's formal comments on the TuDOT DES dated December 2022. We appreciate the opportunity to comment and look forward to our continued coordinations and Partnership advances the high real program.	supports a multimodal transportation system and will continue to collect public feedback and host cross-agency meetings.
					Feel fine to direct any follow up incuprises to Lindays Wood, EVP, Eighneering and Construction at Lindays. Thank you. The complete PDF is located in the public hearing summary: *The Project CESTAND Project Central Light Real Project CESTAND Up to Control Light Real Project CESTA	
					- ATP requests that TxD0T continue to engage ATP in design coordination and reviews and notify ATP of any changes in TxD0T point of-contact information to facilitate communications between these two projects.	
955	Desmond Thomas	1/6/2023	MyCapEx Website - Comment Form	Public Transit / Multimodal Transportation	Studies show that adding lines on highways actually increases traffic. Doing something like this would encourage user behavior of taking cars. Please instead invest in better public transportation across the only that people actually want to take.	See Comment #13
			Comment Form	Multimodal	city that people actually want to take.	
956				Transportation		
	Devenshi Mathur	3/3/2023	Email	Transportation Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	Sao Comment #5
	Devanshi Mathur	3/3/2023	Email		Mode	See Comment #5
	Devenshi Methur	3/3/2023	Email		Mode	Sec Connect 45
	Devenshi Methur	3/3/2023	Email		halo, I are a resident of Audit, and I wanted to write about my opposition to InCOT's Ress for 155 and to expension. Asing more lines will not use the two with the beautiful comparities, will be interested in the comparities and more. Putting these resources into sor public transportation will help the environment, invasee anality on the meab. Calculating these was resourced. The public transportation will help the environment, invasee anality on the meab. Calculating these was related to the public transportation will help the environment, invasee anality or the meab. Calculating these was related to the public to the public transportation will help the environment, invasee anality or the meab. Calculating these was related to the public transportation will help the environment, invasee anality or the meab. Calculating the public transportation will help the environment, invasee anality or the meab. Calculating the public transportation will help the environment, invasee anality or the meab. Calculating the public transportation will help the environment, invasee anality or the meab. Calculating the public transportation will help the environment, invasee anality or the meab. Calculating the public transportation will help the environment, invasee anality or the meab. Calculating the public transportation will help the environment, invasee and public transportation will help the environment, invasee and public transportation will help the environment to the public transportation will help the environment that the public transportation will help the environment that the public transportation will help the environment that the public transportation will help the environment that the public transportation will help the environment that the public transportation will help the environment that the public transportation will help the environment that the public transportation will be public transportation will be public to the public transportation will be public to the public transportation will be public to the p	Sea Construct 45
	Devanshi Mathur	3/3/2023	Email		Mode	Sea Comment #5
	Devanshi Mathur	3/3/2023	Email		halo, I are a resident of Audit, and I wanted to write about my opposition to InCOT's Ress for 155 and to expension. Asing more lines will not use the two with the beautiful comparities, will be interested in the comparities and more. Putting these resources into sor public transportation will help the environment, invasee anality on the meab. Calculating these was resourced. The public transportation will help the environment, invasee anality on the meab. Calculating these was related to the public transportation will help the environment, invasee anality or the meab. Calculating these was related to the public to the public transportation will help the environment, invasee anality or the meab. Calculating these was related to the public transportation will help the environment, invasee anality or the meab. Calculating the public transportation will help the environment, invasee anality or the meab. Calculating the public transportation will help the environment, invasee anality or the meab. Calculating the public transportation will help the environment, invasee anality or the meab. Calculating the public transportation will help the environment, invasee anality or the meab. Calculating the public transportation will help the environment, invasee anality or the meab. Calculating the public transportation will help the environment, invasee and public transportation will help the environment, invasee and public transportation will help the environment to the public transportation will help the environment that the public transportation will help the environment that the public transportation will help the environment that the public transportation will help the environment that the public transportation will help the environment that the public transportation will help the environment that the public transportation will help the environment that the public transportation will be public transportation will be public to the public transportation will be public to the public transportation will be public to the p	Sea Connect 45
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957	Devenshi Mather	3/3/2023	Email	Do not widen/no build Do not widen/no build	Natio. The an analysis of Audit, and I handle to write short or opposition to InCOT's Rese for 155 and to expension. It is an analysis of Audit, and I handle to write short or opposition to InCOT's Rese for 155 and to expension. It is an analysis of Audit, and I handle to Audit	Sea Comment #5
957		3/3/2023		Do not widen/no build	Nation. The control of Audit, and it hardest to want bear or opposition to SOCPT, Name for 155 and a separation. The control of Audit, and it is want to the control of Audit of Audi	
957		3/3/2023		Do not widen/no build Do not widen/no build	Nation. The control of books, and it handled to wait based or registration. No Story Anne for St. St. and a separation. The control of books and it is best and or registration and the control of books. The control of books are control of books and the control of books are control of books. The control of books are control of books and the control of books are control of books and the control of books are control of books. The control of books are control of books are control of books are control of books. Particular of control of books are control of books are control of books are control of books are control of books are control of books are control of books. Particular of control of books are control of book	Sea Comment #5
957		3/3/2023		Do not wider/ine build Do not wider/ine build Do not wider/ine build Regional connectivity	Nation. The control of books, and it handled to wait based or registration. No Story Anne for St. St. and a separation. The control of books and it is best and or registration and the control of books. The control of books are control of books and the control of books are control of books. The control of books are control of books and the control of books are control of books and the control of books are control of books. The control of books are control of books are control of books are control of books. Particular of control of books are control of books are control of books are control of books are control of books are control of books are control of books. Particular of control of books are control of book	Sea Comment #5
957		3/3/2023		Do not widen/no build Do not widen/no build	Nation . In the control of books, and it handled to wan based or representation 50% hand to 55% and its operation. It is control in the control of books, and it is the second of the control of books and its operation and its o	Ton Convinct 45 See Convinct 42
957		3/3/2023		Do not wider/ine build Do not wider/ine build Do not wider/ine build Regional connectivity	Nation . In the control of books, and it handled to wan based or representation 50% hand to 55% and its operation. It is control in the control of books, and it is the second of the control of books and its operation and its o	Ton Convinct 45 See Convinct 42
957		3/3/2023		Do not widen/no build Do not widen/no build Do not widen/no build Regional connectivity Public Season's Multimodal Transportation	Name. The control of both, and it has been to see the control of both and the	See Connect #3 See Connect #3 See Connect #33
957	Divien William	3/3/2023		On not widen, into build Do not widen, into build Do not widen, into build Regional connectivity Public Strand, Villationabil Exceptionation Community angiogenesis	National Conference of Audits, and a framed to see the Support of Audits (PST) Audits for 155 and in appearance of Audits, and in the Support of Audits (PST) Audits of 155 and in appearance of Audits (PST) Audits	See Connect #3 See Connect #3 See Connect #33
957	Divien William	3/3/2023		On not widen, into build Do not widen, into build Do not widen, into build Regional connectivity Public Strand, Villationabil Exceptionation Community angiogenesis	Name. The control of both, and it has been to see the control of both and the	See Connect #3 See Connect #3 See Connect #33
957	Divien William	3/3/2023		On not wider/two build On not wider/two build On not wider/two build Regional connectivity Pade to branch professional Transportational Transportation Community organization On not wider/two build	Name of Section of Section (and the Section of Section	The Constant #5 The Constant #1 The Constant #2 The Constant #23 The Constant #23 The Constant #23 The Constant #25 The Constant #25 The Constant #25
957	Divien William	3/3/2023		Do not widen/no build Do not widen/no build Do not widen/no build Regional connectivity Putific Therein? Wildfrindball Toronger states Community engineers Do not widen/no build	Name. The control of both, and it has been to see the control of both and the	See Connect #3 See Connect #3 See Connect #33
957	Divien William	Color		On not wider/two build On not wider/two build On not wider/two build Regional connectivity Pade to branch professional Transportational Transportation Community organization On not wider/two build	Name of Section of Section (and the Section of Section	The Constant #5 The Constant #1 The Constant #2 The Constant #23 The Constant #23 The Constant #23 The Constant #25 The Constant #25 The Constant #25
998	Divien William	3/3/2023		Do not widen/no build Do not widen/no build Do not widen/no build Regional connectivity Putific Therein? Wildfrindball Toronger states Community engineers Do not widen/no build	Name of Section of Section (and the Section of Section	The Constant #5 The Constant #1 The Constant #2 The Constant #23 The Constant #23 The Constant #23 The Constant #25 The Constant #25 The Constant #25
997	Divien William	Color		Do not widen/no build Do not widen/no build Do not widen/no build Regional connectivity Putific Therein? Wildfrindball Toronger states Community engineers Do not widen/no build	Name of Annal and I reserved to see the second of the seco	The Constant #5 The Constant #1 The Constant #2 The Constant #23 The Constant #23 The Constant #23 The Constant #25 The Constant #25 The Constant #25
957	Divien William	Color		Do not widen/no build Do not widen/no build Do not widen/no build Regional connectivity Putific Therein? Wildfrindball Toronger states Community engineers Do not widen/no build	Name of Annal and I reserved to see the second of the seco	The Constant #5 The Constant #1 The Constant #2 The Constant #23 The Constant #23 The Constant #23 The Constant #25 The Constant #25 The Constant #25
957	Divien William	Color		Do not widou/no build Do not widou/no build Regional connectivity Public Travelor / Multimodul Travelor relation Community engagement On not widou/no build Public Travelor / Travelor relation Travelor relation Travelor relation Travelor relation Travelor relation	Hall, And of Annie, and I reserved to see the second of Annie, and I reserved to see that place to provide the Second of Annie, and the second of Annie, and the Second of	The Constant #5 The Constant #1 The Constant #2 The Constant #23 The Constant #23 The Constant #23 The Constant #25 The Constant #25 The Constant #25
ib	Divien William	Color		Do not widen/no build Do not widen/no build Do not widen/no build Regional connectivity Putific Therein? Wildfrindball Toronger states Community engineers Do not widen/no build	Hall, And of Annie, and I reserved to see the second of Annie, and I reserved to see that place to provide the Second of Annie, and the second of Annie, and the Second of	The Constant #5 The Constant #1 The Constant #2 The Constant #23 The Constant #23 The Constant #23 The Constant #25 The Constant #25 The Constant #25
997 548	Divien William	Color		Do not widou/no build Do not widou/no build Regional connectivity Public Travelor / Multimodul Travelor relation Community engagement On not widou/no build Public Travelor / Travelor relation Travelor relation Travelor relation Travelor relation Travelor relation	Name of Annal and I reserved to see the second of the seco	The Constant #5 The Constant #1 The Constant #1 The Constant #12 The Constant #22 The Constant #23 The Constant #25 The Constant #25 The Constant #25
ib	Ocean Wildom Ocean Joseph	Color		Do not widou/no build Do not widou/no build Regional connectivity Purific Thereof Villationabila Toronger strian Community engineers On not widou/no build Public Transportation Transportation Toronger strian On not widou/no build	Hasting cover issues and the factor of shorter, and it is required to several properties of the factor of shorter of shorters of the factor of shorters of shorter	Sea Construct #3 The Construct #3 The Construct #3 The Construct #3 The Construct #3 The Construct #3 The Construct #3 The Construct #3 The Construct #3 The Construct #3 The Construct #3 The Construct #3 The Construct #3
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ib	Ocean Wildom Ocean Joseph	Color		Do not widen/no build Do not widen/no build Do not widen/no build Regional connectionly Paging and connectionly Do not widen/no build Do not widen/no build Paging and the Transity Mill Strong and Transity Do not widen/no build Do not widen/no build Do not widen/no build	Name Analog over bissoned for developing and in results to two properties or to SDF) Marke for 15% and in expension Analog cover bissoned for the best and of respect to the mode of the control of the	See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3
ib	Ocean Wildom Ocean Joseph	Color		Do not widou/no build Do not widou/no build Regional connectivity Purific Thereof Villationabila Toronger strian Community engineers On not widou/no build Public Transportation Transportation Toronger strian On not widou/no build	Hall, the state of section and a formation to any short or growing the SOPTY has no for 15% and to appropriate medium and state of the	Sea Construct #3 The Construct #3 The Construct #3 The Construct #3 The Construct #3 The Construct #3 The Construct #3 The Construct #3 The Construct #3 The Construct #3 The Construct #3 The Construct #3 The Construct #3
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959	Once Wilson Once Wilson Once Judio Conce Judio Conce Alliana	Our Named	VOH Source	Do not widon/no build Do not widon/no build Do not widon/no build Regional connection; Public Traver, / Multimodal Traver, resident and administration Amen Traver, and	Name Analog over bissoned for developing and in results to two properties or to SDF) Marke for 15% and in expension Analog cover bissoned for the best and of respect to the mode of the control of the	Sea Connected #3 The Co
959	Once Wilson Once Wilson Once Judio Conce Judio Conce Alliana	Our Named	VOH Source	Do not widon/no build Do not widon/no build Do not widon/no build Regional connection; Public Traver, / Multimodal Traver, resident and administration Amen Traver, and	Hall, the control of section and in reservation was short or registerable to the control of section and the control of section an	Sea Connected #3 The Co
959	Once Wilson Once Wilson Once Judio Conce Judio Conce Alliana	Our Named	VOH Source	Do not widon/no build Do not widon/no build Do not widon/no build Regional connection; Public Traver, / Multimodal Traver, resident and administration Amen Traver, and	Haster of Auditor, and it research to see a plant processor and processo	Sea Connected #3 The Co
959	Onces Wilson Decis Solds Control No. Solds Decis Solds Decis Albara Decis Albara	Outs Recorded	VOH:	Do not widon/no build Do not widon/no build Do not widon/no build Regional connectiony Public Travery / Multimodal Travery retires Do not widon/no build Analy Travery Technicolal Travery retires Do not widon/no build Do not widon/no build Analy Travery Technicolal Travery retires Travery Technicolal Technicola	Hall, the control of section and in reservation was short or registerable to the control of section and the control of section an	Soc Convent # 52

962	Dewitt Peart	3/7/2023	Email	Community alternatives	The amptine PFF is board in the public burning assembly. Execution of the public burning assembly in the public burning asse	Son Controval #4
963	Deyenina Rodriguez			Air Quality/Noise	MakingSS Program Manager Tomory Storage or Storage (Storage Storage St	Sea Contrasted 5-24
				Bike/ped safety	as well as ensuring that the proposed shared use paths are saids and inviting and not merely an after thought. Above all, it's 1,000's responsibility to fully serve the communities that this proposal may affect and leave the space the highway occupies better than it was belonshind.	See Connect #50
964	Dez \$	3/7/2023	Email	Community Alternatives	Assemble Program Manager Timms foreign. Togother there are a second or a seco	See Comment of 4
965	Diana Austin	2/1/2023	Email	General support	Due "Chairman Bulg and Commissioners These yor for registricipal (see 1). Strongly, fluids in some of the sour of registricity and the control of the source	See Communit et 8
966	Diana Briggs		VOH	East/West Connectivity	Lopose expending 1.55. Eace set comings should be at least every 1/4 mile. All non-high speed roadways in Austin should be designed for 25mgh and be safe for all road cares. Expension will worsen traffic and many other problems, including air, waiter, and noise politics (hall impress that illust impacts, and croates.)	Sea Comment #20
				Bike/ped safety	don't east force among factor is an instituted higher, whether is a size of by solving of tricycling, here task, pleases, and washeld not blassife street. My factor among from easter finds as the fact of cort, factor year of easter and account of this as the fact of cort, factor year of easter and cort pleases are sized of the part of easter and the part of the pa	The Comment #50
987	Diana Davison	3/7/2023	Emili	Witshre	As 35- year resident of Wilders Wood, I am saling for TOOT to allesians sufficient the proposed £1st Doord neareson in Wilder's Blord and would crosses helfs; egyidanchy as a cut drough to Apport. - The proposed £1st Doord neareson for the Section of the Section of the Section to the section of the Secti	See Contract #9
968	Diana McLennan	1/27/2023	Email	General support	Due Channel Bug and Commissions in their year for recognizing from \$1.50 may be found in the second product and second product	See Contract 65
969	Diana Molina	3/7/2023	Email	Do not widen/no build	Match(3.5 Trugous Manager Tomos Straps, Latenda group the 13.5 Replays processed to tall to be an irresponsible use of public funds to benefit very fee for a temperary parted. Manager facilities the displacement and further seconding of our dis, such as with the proposed classing of the Mondand are appear, and red doctor management and tall the purpose of the following properties of the second processed of the control of t	See Comment 45
970	Diane Shelton			Do not widen/no build	No hooft fact. No hooft fact, and helping get people through been facinit. But I heavest seen any research that allows windowing 135 would accomplish this. What other options are three? Think you for your time, Dane Shadon. Dane Shadon.	Sec Continues 45
				Reroute to 130	Abamste routes, ISO for example, or sinking the whole thing to create greenspace above. A big freeway with tons of traffic will decrease property values all over Austin and do nothing for traffics.	See comment #3
971	Dick Hatch			Do not widen/no build	Bacoptis Program Manager Transport Sortings. In white fig is agreed, in coveres about the program expension of 1.35 and advocate for better transportation options in our community, think invalidated the need to address congestion and improve mobility, between their expensions of the best selection and could be the recognition options in our community. The common in the least selection and could be the recognition option on the common in the selection of the country of the recognition of the selection of the country of the recognition of the selection of the se	Tae Comment 45
				Multimodal Transportation	rangly believe that we should printing alternate interceptation retires, such as point trend, their guest values or produce organization, printing sustainability, and improve access to transportation for all members of an community, investing in these options will not only benefit our community, investing in these options will not only benefit our community, and they also our local accesses and the environment.	The Comment 650
				Bike/ped safety	Therefore, I upis you to reconsider the proposed expansion of 155 and instead most in better public banquintation, bilang, and waiting options. By during iss, we can improve our community's mobility, promise assess-ability, and create a more expendite and accessible to respectation system.	Sea Comment #3D
ID.	Commenter Name	Date Received	Source	Topic	Comment	Regiones

972	Dick Kallerman	\$ 400 mag		Do not widen, no build	Audit Series Can Sharkon Registring the LSS cignal Express Central Paper. For Samuel Series Can Sharkon Registring the LSS cignal Express Central Paper. For Samuel Series Can Sharkon Registring the LSS cignal Express Central Paper. For Samuel Series Can Sharkon Registring the Samuel Series Central Paper (Express Central Paper) For each charge place have non-paperate or entire can be readed to express the property of cross the same paperate of schools and paper and express the paper of the Samuel Series Central Paper (Express Central Paper) For each charge place have been paperate or entire can be seen paperate or schools and paperate schools the Samuel Series Central Paperate Central Paper	Son Controved 6-5
				Community Albernatives	There is an obvious advanced by a contary or more disease Autor has added facilities for movement cost and south. All of them—except Congress Avenue, which has become a local annival—are in use south yellow for gringing drough the city. The none contribution through several prisease for the factor. If ACCIT close to shally what we have and have placed they would find their as a serious advanced for moving pagels north and south in Greater Autor. Autor. Autor.	See Connected 4.
973	Dick Kallerman			Do nor widen, no build	Autor Serris Cush harbon Regerding that 135 Capital Express Central Pupil. Autor Serris Cush harbon Regerding that 135 Capital Express Central Pupil. General Regerding of the Service Servi	
				Community Alternatives	There is an obvious alternative. For a contary or more Greater Audion has added Socilities for movement north and south. All of them — except Congress Avenue, which has become a local anniest —are in use badly for gring (though the city. The more north-south noutes are planned for the future. If 1000 chose to study what we have and heve planned they would find that there is a serious alternative for moving popular north acts on the Coulset Audion.	See Corrent #4
					moving people north and south in Greater Austin.	
974	Diego De Albe	1/31/2023	MyCapEx Website - Comment Form	General support	Eprefer this way more their what Clien Mask valented in San Antonio	Sea Contract #8
975	Diego Valadez	1/12/2023	Email	General support	Duer Chamma Bogg and Commissioners: Their you for recognizing that 135 through Audin is one of the most congenied neckeup segments in the State of Teack. At this sericulty outdined neckeup is the state of the State of Teack. At this sericulty is not contained to the state of the State of Teach and	See Comment #5
976	dillan knudson	n 1/12/2023	Email	General support	Date Chairman Bugg and Commissioners: Think you for recognizing that 135 through Austin is one of the most congained readway segments in the State of Teas. At this seriously addited markers is other called the Mark Street of Teas, at Teas should call for food and cachine action to transfer most noticed attent of infestivations into a markety that all accommodate the regulated and immense growth we are experiencing in our great State. According, It is merity products on personal production between the product of the State State (Indeed) produced by Teach State (Indeed). The product of the State State (Indeed) produced by Teach State (Indeed) produced by Teach State (Indeed).	See Connect #8
					Accordingly, I am writing today to express my complete support for the 13S Capital Express Central design as proposed by TACOT. Thank you for your consideration of this request. Zent from my Phone	
977	Dimitri Koumbis				I am against the expansion of 1.35 in any form.	
			VOH	Do not widen/no build		Sui Comment #5
			VOH	Do not widen/no build Latent/Induced Demand Reroute to 130	Name against a cover representative a court or many contractive and publishes this will be assent. Selected this will be accessed the Court completion, excited and publishes to a city that is already business at these selects. Sevents are not out to write the SE SE or SE SE AD on the court of the court of the selects.	Se Comment 65 Se Comment 63 Se Comment 63
				Latent/Induced Demand	Elabine this will cover mitting but further congession, excidents and prindom to a city that is already houting at the searce. The make ren local half or 1831 or 5130 and serve our city.	See Comment #18
978	Dipta Mitra Joy	y 2/9/2023	MyCapEx Website- Comment Form	Latent/Induced Demand	I believe this will cause nothing but further congestion, accidents and pollution to a city that is already busing at the searns.	Se Coment #35
978	Dipta Mitra Joy	y 2/9/2023		Laters/Induced Demand Percute to 130	Tablewe this will cover ording that further congestion, excitation and prinction to a city that is alleady hadding at the search. Remarks concluded building 1839 of 91-330 and sear our city. Good Morring. Remarks considered in 1839 of 91-330 and sear our city.	Se Coment #35
		y 2/9/2023		Latent/Induced Demand Reroute to 130 General information request	Elabine this will cover mitting but further congession, excidents and prindom to a city that is already houting at the searce. The make ren local half or 1831 or 5130 and serve our city.	Sec Comment #35 Sec Comment #45 General information request: information was provided to abbindative
		y 2/9/2023		Latent/Induced Demand Reroute to 130 General information request	Tablew this will clause writing that further comparison, excitionis and position to a city that is alleady hadding at the search. More can be received by the SES of the SES and search only. Count Merring, Response to the county of the SES of the SES and search only. Count Merring, Response to the county of the search of the SES of the	The Connect #48 Second of Management Second of Management Second of Second of Management Second of Second
		y 2/9/2023		Laters/induced Demand Personals to 1300 General information request On not widen/no build	Tablewet this will cause molning that further congestions, accidents and position to a city that is already funding of the season. Were allow molecular before \$1.500 or \$9.530 and season or city. According to the control of the city of the control of the city of the c	Sea Connect 458 Sea connect 450 Sea connect 450 Sea Connect 450 Sea Connect 450 Sea Connect 450 Sea Connect 450
		y 2/9/2023	M/Capts Website- Commer Form	Laher/induced Demand Remote to 1302 General information request Do not within the build Community Atherisations	Tablew this will clause writing that further comparison, excitionis and position to a city that is alleady hadding at the search. More can be received by the SES of the SES and search only. Count Merring, Response to the county of the SES of the SES and search only. Count Merring, Response to the county of the search of the search of the SES of	The Connect #48 Second of Management Second of Management Second of Second of Management Second of Second
979	Dizry Cowabunga Dominic Armstrong			Laters/induced Demand Remails to 1300 General information request Do not widen/no build Community Alternation Laters/induced Demand	Tablew this will cause milling that further comparison, excidents and position to a city that is always hading at the seams. We not seen took to be the SES of the SES of seam are disp. As an always to the seam of the seam of the seam of the SES of the	Sec Connect 43 Sec connect 45
979	Dizzy Cowiebungia	1/31/2023	MyCapfe, Webster Commert Form MyCapfe, Webster Commert Form	Laters/induced Commend Remote to 1300 General information request On not water/induced continued Community Alternation Laters/induced Commend Regional Commentally	Tablew this will cause midning that further compation, excidents and politicals to a city that is alleady hading at the search. We not seen to control traffic \$1.50 or \$9.50 out seen and city. And the control traffic \$1.50 or \$9.50 out seen and city. And city and an excity as seen of them is a line for the virtual politic hearing for that \$35 Copts project. Thesis, or seed and city as a line for the virtual politic hearing for that \$35 Copts project. Thesis, or seen and city as a line for the virtual politic hearing for that \$35 Copts project. Thesis, or seed and city as a line for the virtual politic hearing for that \$35 Copts project. Thesis, or seed and city as a line for the virtual politic hearing for that \$35 Copts project. Thesis, or seed and city as a line for the virtual politic hearing for that \$35 Copts project. Thesis, or seed and city as a line for the virtual politic hearing for that \$35 Copts project. Thesis, or seed and city as a line for the virtual politic hearing for the seed and city as a line for the virtual politic hearing for the seed and city as a line for the virtual politic hearing for the seed and city as a line for the virtual politic hearing for the seed and city as a line for the virtual politic hearing for the seed and city as a line for the virtual politic hearing for the seed and city as a line for the virtual politic hearing for the seed and city as a line for the virtual politic hearing for the seed and city as a line for the virtual politic hearing for the virtual politic hearing for the virtual politic hearing for the virtual politic hearing for the virtual politic hearing for the virtual politic hearing for the virtual politic hearing for the virtual politic hearing for the virtual politic hearing for the virtual politic hearing for the virtual politic hearing for the virtual politic hearing for the virtual politic hearing for the virtual politic hearing for the virtual politic hearing for the virtual politic hearing for the virtual politic hearing for the virtual politi	The Connect #3 Sec Connect #4 Sec Connect #3 Sec Connect #4 Sec Connect #3 Sec Connect #4 Sec Connect #4 Sec Connect #4 Sec Connect #4
979	Dizry Cowabunga Dominic Armstrong	1/31/2023	MyCapfe, Webster Commert Form MyCapfe, Webster Commert Form	Laters/induced Commend Remote to 1300 General information request On not water/induced continued Community Alternation Laters/induced Commend Regional Commentally	Tablew this will cause untilling that further comparison, excitoring and position to a city that is alleady hading at the search. Are not are noted being at 180 of \$1.50 of \$1.50 of the eart of positions. Are not are control being at the search of the eart of positions are not only and the eart of positions. Associated and are search of the eart of	Tax Connect #45 Secretarial Accountments Secretarial Accountments request. Information was provided to established Secretarial Accountments #5 Secretarial Accountments #4 Secretarial Ac
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					Due Chairman bugg and Commissioners: Thank you for recognizing that 155 through Audin is one of the most congested makiny segments in the 28st of Texas. As this seriously outdated makiny is of the called the Audin State of Texas, as the seriously outdated makiny is of the most control to a seriously outdated makiny that and commission good in the seriously of the called the seriously in the called the seriously outdated making and expensive process of 2500. The seriously in the called the seriously that are described to the seriously outdated making with an expensive process of 2500. The seriously in the seriously outdated making pages to the seriously outdated making page	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Douglas N. Wolfe Executive Vice President HORIZON BANK	
					COPPLINITION 17 PROVIDER, NOTE: The communication is confedential and printinged, as stipulated by the Electronics Communications Act, 38 U.S.C. 2510-2522. This liquid y printinged communication is intended only for the personal and confidential used of the recipienting names above. Usual intended only for the personal and solid printinged or the personal and confidential used of the recipienting names above. Usual intended only for the personal and confidential used of the recipienting names above. Usual intended only for the personal and confidential and only the personal and confidential and only the personal and confidential and the personal	
1008	Doug Wolfe	2/7/2023	Email	General support	Coasia any further review of the missiage and any attachments, contact mis and destroy at copies of the original missiage. That's you.	
1009	Dougle Steinbach			Community alternatives	MoDINGS Region Manager Tomory Arragio. Dear ECOT. The Control of the Control of	See Constrant #4
					Dear 15007, Please reconsider the current (35 plan. This is a chance reconnect Assim and add large wisking sidewalks with public transit as opposed to a tunnel that won't improve travel times and will still put pollution all over the entrance and exit of the	
					turnel.	
				Air Quality/Noise	Please withink CS and don't waste tax payers dollars on a project that will head to more death via traffic fatalities and more sickness due to pollution, not to mention road rags. That is you,	See Correlat #34
				An Quanty room	Patient votes and an experience of the project of t	JAN CONTROL TO JAY
						See Comment #13
				Public Transit / Multimodal Transportation	We need better solutions to transit, intenstates are for traveling across the state not getting from one part of town to the other.	Sae Comment #23
ID	Commenter Name	Date Received			Comment	Responses
1010	Douglas Herling	3/7/2023	MyCapEx Website -	Caps/Deck Plazas	Living between 2222/200, Lamar, and \$5 is now how dividing a busy mad or feeeway can but. We need to do \$55 right. The current amengement of frontage roads, car-dominated bridges and massive expect feeeway make for a scar dividing ear from control as make. New generation of \$5 reseals to incorporate our paid softlict to make out of yellow, safe, and prospersors. Five lived through highway expensions in other areas of the country and save a solutions of the filling cardiny views reason and to marriamstee between by them. It is work high got terms, more, and find to this rings.	See Comment #42
1011	Douglas Smith		MyCapEx Website - Comment Form	Air Quality/Noise	Do not accept the TXXXI plan as is. We need better measurements of air quality during the environmental assessment.	See Comment #34
			Comment Form		We need better measurements of air quality during the environmental assessment.	
				Water Quality	We need engineering studies on how to handle water nunoff insiteated of agroung it. We should have more capes Why sen't DODT more invested in this venture? Why does Austin Tauspeers have to pay for something for the rest of the state and neglice?	See Comment #125
		1			Why isen't DDDOT more invested in this venture? Why does Austin Taxpayers have to pay for something for the rest of the state and region?	
1012	Dr. C. Earle Lewis	3/7/2023	MyCapEx Website -	Do not widen/no build	These are many solution to reposation any basis innovatives less large an and off the freeze are many solution to reposation any basis innovatives and an analysis of the freeze are many solutions to reposation and the freeze are many solutions are many solutions and the	Sur Connect #S.
2022		3/1/2023	Comment Form	DO INC WORLD SOUR	There are many solution to conglication you have ignored-but lanses or and off the freeway-multiple possenger only lanse; before signaling all interactions which are directly in time with off traffic from the fleeway. Lans not impressed with what I have seen of the plans Tabut has offered-they need more obtain input and a better libering sex.	
1013	Dr. Sumit Dutta	1/4/2023	MyCapEx Website - Comment Form	General support	I strongly support the "modified alternative 5" because it offers a viable solution improving the quality of life for all modes of transport including car, bicycle, and walking, without displacing as many residents and businesses. I especially like the walking/bicycle crossings at 3rd and 4th Streets and room for city-funded caps. Think you for your hard work incorporating public feedback, and I hope you continue implementing "modified alternative 3."	Sec Comment #8
		1				
				East/West Connectivity	Include Detter SUP crossings at the two SPUI interchanges at Airport and Riverside that don't involve turnels or crossing 4+ discrete travel lanss.	See Comment #20
				Lower Speed Limits	*Action design yound limit of 200 pill in your sear all fronger scale, beyond this queek, a palenthrain's channel of girty of this only a whole is greater than their channel of surviving. Incognise the designs are scaled in the control of the palenthrain of th	See Comman #395
					do include target speed similar of 35 rept in some portriors of the downtown area, referencing Other major reads in Austin with 35 repts peed irritis are baseline, but this is not good enough. TuDOT should push this envelope to achieve the safety record it purports to seek. Where lower speed limits are not possible,	
					 Include physical protection between all frontage roads and shared use paths (SUPs). 	
					My name is Drake Hampton. I am a member of Austin's Bicycle Advisory Council. I indicate the most recent recommendation put forth by that body regarding this project (https://services.austinteaias.gov/edims/document.cfm?id=4030396). And I offer the following additional personal comments on the project, to be included in the official haising record.	See Comment #30
					In your sea Davies Reception, I can a member of Audito's Storgies Advisory Classical. Lendorus the most inscent recommendation park finith by that body regarding this project inflience/provises-auditorious gap, which you broadly a provided in the self-field of the file file formation of the project in the	
1014	Drake Hamiston				Safety should be the highest priority of TXXXX and our certifes state transportation instruction. Fair too many lives are trapposity out after the or otherwise damaged by the simple act of moving around our communities, in fact, TXXXX and all of the other transportation instruction. TXXX and all of the other transportation and the ot	
	Drawe Harrycon				commissurable with the needs of this dense urban area, I would like to see the designs altered to:	
					- Secretaria cultura cultura de productiva de la constitución de la co	
				Bike/ped safety	lagigi, continues to reduce conflict points. Minimizal sign bases and, where reported, Init the dealing in side or self-ca smock as goods where it crosses SUPs.	
					were the receipt to see their, as much as purposes were it cleans softed. The sample seem or made pain the discrete and the foundation being and their discrete and the foundation and an interest to the sample seem or made pain to the foundation and their discrete and the foundation and their soundation	
					Central, TADOT stands to repeat and librarily connect these missishes for decades to come, instead, TADOT stands to repeat and librarily connect past wrongs; to reimagine who i 35 serves and how it serves them. I urge TADOT to take risp promise of pasting to heart and pin in the community visions calling for the bodd vision and isabeta-philip required to transform 25 from the statements that it is today in the deficient, pleasant, and "safe" headscane of our TADOT to take the promise of pasting to heart and pin in the community visions calling for the bodd vision and isabeta-philip required to transform 25 from the statements that it is today in the deficient, pleasant, and "safe" headscane of our	
					transportation network	
1015	Dist	1/21/2002	M.Confe Walnut	Burland Connectivity		
1015	Drea	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Caugest a regular set Trend system between See Advisors and Audit	Secondarités
					August a region red terrior system between San-Antons and Austin	
1015	Drea Drew De Los Santos	1/31/2023	MyCapEx Website - Commert Form	Regional Connectivity Business/residential displacement		The general #1 The Comment #21
1016	Drew De Los Sentos			Business/residential displacement	Tapport a regular rail toward system between Sea Andress and Andres On rad. displace or dendatils any buildings, basinesses, or forms to organd 25. Oner the highway with a pank!	See Connect #21
					Exapport a regular rad trained system between Sea Antonia and Auden So not displace or dentated any Buildings, Sourceasse, or horses to expend SS. Cover the highway with a gast/1 ChandigSS Program Managar Trainery, Groups.	
1016	Drew De Los Sentos			Business/residential displacement	Taugeard a regular rad transic legislam balances Sain Antonia and Audio Our rod displace or dismission from the Sain Antonia and Audio Our rod displace or dismission and Suissings Susinessam, or homes to expend 35. Cover the highway with a push! RAGINGS Program Manager Transic Annuals. Radion SS Program Manager Transic Annuals. Radion SS Program Manager Transic Annuals.	See Connect #21
1016	Drew De Los Sentos			Business/residential displacement	Taugeard a regular rad transic legislam balances Sain Antonia and Audio Our rod displace or dismission from the Sain Antonia and Audio Our rod displace or dismission and Suissings Susinessam, or homes to expend 35. Cover the highway with a push! RAGINGS Program Manager Transic Annuals. Radion SS Program Manager Transic Annuals. Radion SS Program Manager Transic Annuals.	See Connect #21
1016	Drew De Los Sentos			Business/residential displacement Do not widen/no build	Exapport a regular rad trained system between Sea Antonia and Auden So not displace or dentated any Buildings, Sourceasse, or horses to expend SS. Cover the highway with a gast/1 ChandigSS Program Managar Trainery, Groups.	See Contract #21 See Contract #3
1016	Drew De Los Sentos			Business/residential displacement Do not widen/no build	Paggert a register set framet updam halmans Sao Antons and Austin On red displace or demokrat any facilitys, frameness, or formes to expend 25. Cover the tightney with a pank? MachingSh Program Manager Training Anapas. MachingSh Program Maching MachingSh Maching Anapas. MachingSh Program Machings Mac	See Contract #21 See Contract #3
1016	Drew De Los Santos Drew Echsibarger	2/11/2023	VOH	Business/residential displacement Do not widen/no build Do not widen/no build Business/residential displacement	Paggert a register set framet updam halmans Sao Antons and Austin On red displace or demokrat any facilitys, frameness, or formes to segond 25. Cover the tightney with a pank? MachingSh Program Manager Training Antony. MachingSh Program Machings Machin	Des Connect #21 Sea Connect #21 Sea Connect #21
1016	Drew De Los Santos Drew Echefberger Drew Hanish	2/11/2023 2/11/2023 2/8/2023	VOH MyCapEx Website - Comment Form	Business/residential displacement Do not widen/no build Business/residential displacement General support	Taugest's a register out transic system between between beautiful some facilities and facilities. The register of transic system between beautiful some buildings, business, or home to expend 35. Cover the highway with a part of transic system of displaces of displaces of displaces of transic system	See Connect #21 See Connect #5 See Connect #5 See Connect #5 See Connect #8
1016	Drew De Los Santos Drew Echsibarger	2/11/2023	VOH	Business/residential displacement Do not widen/no build Do not widen/no build Business/residential displacement	Taugest's a register out transic system between between beautiful some facilities and facilities. The register of transic system between beautiful some buildings, business, or home to expend 35. Cover the highway with a part of transic system of displaces of displaces of displaces of transic system	Des Connect #21 Sea Connect #21 Sea Connect #21
1016	Drew De Los Santos Drew Echefberger Drew Hanish	2/11/2023 2/11/2023 2/8/2023	VOH MyCapEx Website - Comment Form	Business/residential displacement Do not widen/no build Business/residential displacement General support	Taugest's a register out transic system between between beautiful some facilities and facilities. The register of transic system between beautiful some buildings, business, or home to expend 35. Cover the highway with a part of transic system of displaces of displaces of displaces of transic system	See Connect #21 See Connect #5 See Connect #5 See Connect #5 See Connect #8
1016	Drew De Los Santos Drew Echefberger Drew Hanish	2/11/2023 2/11/2023 2/8/2023	VOH MyCapE+ Website - Comment Form Ernail	Business/residential displacement Do not widen/no build Business/residential displacement General support	So and displace and found applications between body Autorises and Austral On and displace are described any facilities, businesses, or formes to expend 25. Cover the highway with a panel of Manifeld Shappine Manager Entering Strapp, The stranger of the stranger Strapp, Strapp Manifeld Shappine Manager Entering Strapp Manifeld Shappine Manager Entering Strapp Manifeld Shappine Manager Entering Strapp Manifeld Shappine Manager Entering Strapp Manifeld Shappine Manager Entering Strapp Manifeld Shappine Manager Entering Strapp Manifeld Shappine Manager Entering Strapp Manifeld Shappine Manager Entering Strapp Manifeld Shappine Manager Entering Strapp Manifeld Shappine Manager Entering Manifeld Ma	Des Connect #21 Des Connect #5
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1016	Drew De Los Santos Drew Echefberger Drew Hanish	2/11/2023 2/11/2023 2/8/2023	VOH MyCapE+ Website - Comment Form Ernail	Business/residential displacement Do not widen/no build Business/residential displacement General support	So and displace and found applications between body Autorises and Austral On and displace are described any facilities, businesses, or formes to expend 25. Cover the highway with a panel of Manifeld Shappine Manager Entering Strapp, The stranger of the stranger Strapp, Strapp Manifeld Shappine Manager Entering Strapp Manifeld Shappine Manager Entering Strapp Manifeld Shappine Manager Entering Strapp Manifeld Shappine Manager Entering Strapp Manifeld Shappine Manager Entering Strapp Manifeld Shappine Manager Entering Strapp Manifeld Shappine Manager Entering Strapp Manifeld Shappine Manager Entering Strapp Manifeld Shappine Manager Entering Strapp Manifeld Shappine Manager Entering Manifeld Ma	Des Connect #21 Des Connect #5
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	Dru Benan	3/6/2023		General support		
1024	Dru Brown	3/6/2023	Email	General support	Dear Chairman Bugg and Corresisioners: Thinks you for exceptioning that St brough Austin is one of the most congested readway segments in the State of Texas. All this seriously cutdished readway is often called the Main Street of Texas, all Texams should call for bold and decisive	
					Date Claimes Bolg and Commissioners: This point or recognition is 50 recognition in one of the most conjusted residency agents in the State of Yeas. As this services and advantage or after the Main State of Yeas, all Years should call for told and decisive action to brancher this conticulation of individuals were non-securities that it individuals were non-securities that it individuals were non-securities that it individuals were non-securities that it individuals were non-securities that it individuals were non-securities and the securities of the State of Years and the State of Years and the State of Years and Year	
1025	Duane McGlauftin	1/30/2023	Email	General support	Dear Chairmin Bugg and Commissioners: Thank you for recognizing that 155 through Justin is one of the most congested readway segments in the State of Tense. As this seriously cutdisted readway is often	See Comment +8
					have Chammes Budg and Chromiscomes Their you for recognising from 15.5 frough Audit in use of the most composite modes ye agreems in the State of Fleak. As his seriously collaboral modeship is of the state of the season of the state of the season of the	
					request. Sent from my iPhone	See comment #8
1026	Duchess of Saturn			Do not widen/no build	Hard Steen House Years Hard	See Comment #5
2020	DOUTERS OF SECURI			DO HAL WIGHT HALL	Mobility35 Program Manager Tommy Abrego, We need less cars, not more.	See Contract #5
				Latent/Induced Demand	Induced Demand is not something TxDOT should be employing to reduce carrierly artification the goal.	See Comment #18
	Dudley Simmons	2/9/2023		Laserly Induced Demand		Dat Contract # 10
1027	Dudley Simmons	2/9/2023	Email	General support	Date Channes Bag and Commissioner. The policy of English Strategy Audin in one of the most congenied readway segments in the Date of Years. As this seriously anchized readway is when called the Main Drees of Years, all Texas should call for bed and decisive action is burstless that call and less decisive action is burstless that call and less decisive actions in the Congress of the Strategy Audin in one of the National Congress of the Strategy Audin in our great State. Authority, I am only departs processing action of the 152 Child partners processing 150°C.	See Comment #8
					action to transform this critical stetch of infrastructure into a roadway that will accommodate the rapid and intrinsace grown we are expeniencing in our great Date. Accordingly, it am writing today to sepress my comprehe support for the 15°C Capital Express Extra disease by a Today Capital Ca	
1028	Dulari Gandhi			Latent/Induced Demand	There is no evidence that wider, higher, longer highways improve traffic - in fact, just the opposite. Austin is a growing only that deserves real transportation options. Enough is enough. Outer Gandhi	See Comment #18
				Air Quality/Noise	Mobility\$5 Program Manager Tommy Abrego, No more expension of \$5, plases at, \$1 impossible to oversize the many ways expanding \$5 will make our less worse -during and after construction. The planning process insists on ignoring hidded Demand, construction improving, purificular matter postution from fire wear, the failure of almost all highway expensions, the success of howary emencula, and its halfs modeling in flawer.	Sac Comment #34
					Demand, construction impacts, particulate matter pollution from tre wear, the failure of airmost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	
1029	Duncan Meisel		_	Do not wider/no build	Mobility35 Program Manager Tommy Abrogio, I was born on St.David's Hospital in Austin, Texas, overlooking I-SS. TXDoT's plan will ensure that this highway remains a blight for my children, and possibly their children too. I expect TxDoT, Austin City Council, and other representatives to	See Connect #5
					stand up for me by rejecting this plan for expansion of I-35. Duncian Messell	
				Latent/Induced Demand	TLDOT has ignored indused Demand, construction impacts, particulate matter pollution from trevear, the failure of almost all highway expansions, the impact of every meaningful attenutive proposal, and the unwavening, overwhelming opposition of Austinities who agree that it has a totally negative impact on our environment and communities. TsDOT's plan is a complete failure of process and outcome. It has run a shambolic, dishonest process of	See Comment #18
					community consultation, with the outcome of a 20-lane pollution source that will last generations.	
				Air Quality/Noise	For my errifre life, this highway has been a blight on Austin, generating noise and air pollution 24 hours a day, dividing neighborhoods, and contributing to circuite change	See Comment #34
1030	Dustin Kim		MyCapEx Website - Comment Form	East/West Connectivity	The I-35 explanation project, even in this most receit form provided by TxDOT does not do enough to repair this wounds created when the highway was first created. There is not enough being done to reunite communities to the east and west of the road. We need more numerous, better, and safer crossings for all users and not just drivers in cars. The caps will be too limited in scope as currently imagined if they can not bear the weight of buildings.	Sue Commant #20
					The 15 segament project, even in the most recent time provided by TOOT does not do recognit in separ the execution resident when the highest was first created. There is not except being done to mode. The 15 segament project, even in the most recent time provided by TOOT and as of the project of the most recent project of the project	
				Community Alternatives	The bald cotion would be to screat this design and consider the ReConnect proposal	Sur Demonstrati
				Community Alternatives Burn/turnel	The best option would be to scrap this design and consider the MicConnect proposal to bury the highway and replace it with a street level bookward, opening up additional land for much-needed housing and expansion of the tax base for the city.	See Comment #4 See Comment #25
		Date Breshod		Bury/tunnel	to bury the highresy and replace it with a street level boulevard, opening up additional shall for much related flouring and expension of the tax base for the city.	See Contract #25
ID	Commenter Name	Date Received	Source	Topic Do not widen/no build	Commist	Reponse For Commont AS
				Do not widen/no build	Making San Pages Making Temps Rose; and separate section of the se	San Corresont #5
					Isti lates, house, solar splate, public or spring spaces. & bringes, in TEXOS for five public case, volar gain and or spring and control lates, house, solar splate, public or spring spaces. & bringes, in TEXOS for five public case, volar gain and spring and control lates, house, solar splate, public or spring spaces. & bringes, in TEXOS for five public case, volar gain and spring and control lates, house, solar splate, public public case, public case, public case, public case, volar gain and public case, volar gain and public case,	
					10 years of construction for just a few years of congesion relief is NOT worth it. I expect TxDOT, Austin City Council, and other representatives to stand up for me as a concerned citizen. Dylain Blackstrom	
1031	Dylan Blackthorn					
						See Comment #15
				Latent/Induced Demand	TACOT's process in this project is erroneous, by ignoring Induced Demand, construction impact, the failure of almost all highway expensions, the success of freeway removals, and its traffic modeling is deeply fleesed. A better option is redesignating errother highway such as SH 130 as a toll-free interstate.	See Contract #15
1032				Do not widen/no build		See Comment #5
1032	Dylan Lance					
				DO INC. WIGHTY TO DUTIE	As an Austin resident, I find it concerning that the Department of Triansportation is willfully ignoring all modern research on city planning regarding the new expansion plans for I-35. The idea that this will solve traffic at all is not based on fact or	See Constants 92
				SO INC WINNING SOUND	As an Assin resident, find it concerning that the Department of Transportation is willfully gloring all motion research on only planning regarding the new expension plans for 155. The steen that this will solve build: a all in not based on fact or example, Debuding residence only created more will asked by the plans of the steel to the steel of the steel	an community
					Manifest Surger Interespt Persons Storage Tempor St	
				Business/residential displacement	Additionally, the construction will teler down a brand new apartment complex and Austin needs housing now more than ever.	dos Communication
4000				Business/residential displacement Community Alternatives	Additionally, the construction will see down a braind new appertment complex and Auditin needs thousing how more then exec. Please reconsider and took into the alternatives the community has been proposing side the full think 25 Plan.	Sectionment #23 Sectionment #4
1033	Ed Crowdi	3/7/2023	Email	Business/residential displacement	Additionally, the construction will see down a braind new appertment complex and Auditin needs thousing how more then exec. Please reconsider and took into the alternatives the community has been proposing side the full think 25 Plan.	
1033	Ed Crowdi	3/7/2023	Email	Business/residential displacement Community Alternatives	Additionally, the construction will teler down a brand new apartment complex and Austin needs housing now more than ever.	Sectionment #23 Sectionment #4
1033	Ed Crowell	3/7/2023	Ernal	Business/residential displacement Community Alternatives	Additionally, the construction will have down a benefit new appartment complex and Audion reads having now more their new. Assessment of the construction of the desirements the community has been proposing like the filters 3.5 Pacs. Machinity Shingson Manager Transp. Arrange. Machinity Shingson Manager Mana	See Communi 42.1. See Communi 44 See Communi 43
1033	Ed Crowell	3/7/2023	Email	Business/residential displacement Community Alternatives	Additionally, the construction will have down a benefit new appartment complex and Audion reads having now more their new. Assessment of the construction of the desirements the community has been proposing like the filters 3.5 Pacs. Machinity Shingson Manager Transp. Arrange. Machinity Shingson Manager Mana	See Communi 42.1. See Communi 44 See Communi 43
1033	Ed Crowell	3/7/2023	Email	Business/residential displacement Community Alternatives	Additionally, the construction will have down a benefit new appartment complex and Audion reads having now more their new. Assessment of the construction of the desirements the community has been proposing like the filters 3.5 Pacs. Machinity Shingson Manager Transp. Arrange. Machinity Shingson Manager Mana	See Comment #21. See Comment #4 See Comment #3
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	Ed Orasell Ed Doselers	3/7/2023	Email	Businesi, inscherturi displacement Community Alberturione Remude la 130	Additionally, the construction will have down a benefit new appartment complex and Audion reads having now more their new. Assessment of the construction of the desirements the community has been proposing like the filters 3.5 Pacs. Machinity Shingson Manager from Audion, Shingson, Shingson Manager from Audion Shingson Manager from Audion Shingson Manager from Audion Shingson Manager from Audion Shingson Manager from Audion Shingson Manager from Audion Manager from Audion Manager from Manager	See Communi 42.1. See Communi 44. See Communi 43.
	Ed Dowell Ed Desters	\$/7,70023	Ernal	Businesi, inscherturi displacement Community Alberturione Remude la 130	Additionally, the contribution will have done a speciment complex and Apain seach hashing done many than east. Please recommission and bask of the substrations the commonly has been proposing like the filtrah 55 flex. Manifest Standard Stranger Standard Press Anney. Standard Stranger Standard Standard Stranger Standard Stranger Standard Stranger Standard Sta	See Comment #21. See Comment #4 See Comment #3
	Ed Crossill	3/1/2023	Ernad	Businesi, inscherturi displacement Community Alberturione Remude la 130	Additionally, the contribution will have done a speciment complex and Apain seach hashing done many than east. Please recommission and bask of the substrations the commonly has been proposing like the filtrah 55 flex. Manifest Standard Stranger Standard Press Anney. Standard Stranger Standard Standard Stranger Standard Stranger Standard Stranger Standard Sta	See Communi 42.1. See Communi 44. See Communi 43.
	Ed Consult Ed Consult	3/1/2023	Enai	Basensy/residential displacement Community (Internatives Permitte 1:30) Whates	Additionally, the construction will have down a benefit new appartment complex and Audion reads having now more their new. Assessment of the construction of the desirements the community has been proposing like the filters 3.5 Pacs. Machinity Shingson Manager from Audion, Shingson, Shingson Manager from Audion Shingson Manager from Audion Shingson Manager from Audion Shingson Manager from Audion Shingson Manager from Audion Shingson Manager from Audion Manager from Audion Manager from Manager	Set Comment #2 3 Set Comment #4 Set Comment #9 Set Comment #9
	Ed Crossiff	3/1/2023	Ernal	Basensy/residential displacement Community (Internatives Permitte 1:30) Whates	Additionally, the construction will have down a brief one application complex and Audin reads housing non-more than exec. Phase reconsider and task of this destinations the community has been represented the fish fish to 3.5 Pec. Additionally, the question of the community has been represented the fish fish to 3.5 Pec. Some that the properties of th	Set Comment #2 3 Set Comment #4 Set Comment #9 Set Comment #9
	Ed Oowell Ed Ooselers Ed Ooselers	\$/7/9928	Errad	Basensy/residential displacement Community (Internatives Permitte 1:30) Whates	Additionally, the construction will have down a brief one application complex and Audin reads housing non-more than exec. Phase reconsider and task of this destinations the community has been represented the fish fish to 3.5 Pec. Additionally, the question of the community has been represented the fish fish to 3.5 Pec. Some that the properties of th	Set Comment #2 3 Set Comment #4 Set Comment #9 Set Comment #9
	Ed Crowall Ed Desters Ed Desters	3/7/2023	Ernal VOH	Basensy/residential displacement Community (filternatives) Perculat to 1300 Whates Whates	Additionally, the contribution will have down a band one application complete and Audit needs having the many. Place are controlled and bank of the dustriances the commonly has been propring (as the filt filth 35 Paul. Additionally, Place and the filth of the controlled and the controlled and the filth as 5 Paul. Both places are cast the dip more later every such from Change to Macro and lash through Audit. Let then sale the 130 bill road to the eart. Design 135 frought nor dry for Auditions and the hourseass and neighborhoods in information. Controlled and the controlled and the controlled and the hourseass and neighborhoods information. It am a Audit or modeler dust been on Millstone Bill of the plan to use Williams as a throughful for corned. \$4.12 cm of Apport a benefits date. Williams would us a quite readed from the global controlled and the controlled and the hourseass and neighborhood will a high amount of production to the controlled and the controlled and the hourseass and neighborhood will a high amount of production to the controlled and the co	Set Comment #2 3 Set Comment #4 Set Comment #9 Set Comment #9
	Ed O media	5/7/2023	Ernal VOH	Basensy/residential displacement Community (filternatives) Perculat to 1300 Whates Whates	Additionally, the contribution will have down a band one application complete and Audit needs having the many. Place are controlled and bank of the dustriances the commonly has been propring (as the filt filth 35 Paul. Additionally, Place and the filth of the controlled and the controlled and the filth as 5 Paul. Both places are cast the dip more later every such from Change to Macro and lash through Audit. Let then sale the 130 bill road to the eart. Design 135 frought nor dry for Auditions and the hourseass and neighborhoods in information. Controlled and the controlled and the controlled and the hourseass and neighborhoods information. It am a Audit or modeler dust been on Millstone Bill of the plan to use Williams as a throughful for corned. \$4.12 cm of Apport a benefits date. Williams would us a quite readed from the global controlled and the controlled and the hourseass and neighborhood will a high amount of production to the controlled and the controlled and the hourseass and neighborhood will a high amount of production to the controlled and the co	Set Comment #2 3 Set Comment #4 Set Comment #9 Set Comment #9
	Get Crossell Get Consell	\$/7,9923	Email	Business/residential displacement Community Marinstree Remarks to 1302 Williams Williams Bhayyad autory Do not eiden/for baild	Additionally, the construction will have down a brief one application complex and Audin reads housing non-more than exec. Phase reconsider and task of this destinations the community has been represented the fish fish to 3.5 Pec. Additionally, the question of the community has been represented the fish fish to 3.5 Pec. Some that the properties of th	Set Comment #2 3 Set Comment #4 Set Comment #9 Set Comment #9
	Ed Crowall Ed Obsters Ed Obsters	3/7/2023	Ereal VOH	Baseman/masherial displacement Community Sharmatives Remote to 1300 Williams Williams Bharyast earlory Do not water, no build Bharyast earlory	Additionally, the contextuals will be done a head for a gentlement complex and Apain seath hashing have now then exe. Please recommended and back on the alternatives the commonly has been proprieting feel to fishfish 35 Mex. Additionally Singer feel worked primary forces, the common of the Apain seath of the Apain	Se Connect \$2 Se Connect \$3 Se Connect \$5 Se Con
	Ed Crossil Ed Crossil Ed Destars Ed Neumand	\$77,9023	Errori Volt	Baseman/residential displanament Community Alternation Reveals to 130 Wilders Wilders Baseman Annual States Bas	Additionally, the contribution will have down a band one application complete and Audit needs having the many. Place are controlled and bank of the dustriances the commonly has been propring (as the filt filth 35 Paul. Additionally, Place and the filth of the controlled and the controlled and the filth as 5 Paul. Both places are cast the dip more later every such from Change to Macro and lash through Audit. Let then sale the 130 bill road to the eart. Design 135 frought nor dry for Auditions and the hourseass and neighborhoods in information. Controlled and the controlled and the controlled and the hourseass and neighborhoods information. It am a Audit or modeler dust been on Millstone Bill of the plan to use Williams as a throughful for corned. \$4.12 cm of Apport a benefits date. Williams would us a quite readed from the global controlled and the controlled and the hourseass and neighborhood will a high amount of production to the controlled and the controlled and the hourseass and neighborhood will a high amount of production to the controlled and the co	Set Comment #2 3 Set Comment #4 Set Comment #9 Set Comment #9
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1034	Si Destria		VOH.	Baseman/residential displanament Community Alternation Reveals to 130 Wilders Wilders Baseman Annual States Bas	Additionally, the contribution will have done a speciment complex and Audit neath hasing have now than east. Please recorded and lask of the speciments the commonly has been proposing like the filtrah 55 fbs. Additionally Singer for the proposition of the common of the common of the speciments of the common	Sea Conneces #3 Sea Conneces #3 Sea Conneces #3 Sea Conneces #3 Sea Conneces #3 Sea Conneces #3 Sea Conneces #3 Sea Conneces #3 Sea Conneces #3 Sea Conneces #3 Sea Conneces #3 Sea Conneces #3 Sea Conneces #3
1094	Ed Deaters Ed Swemmed Ed Swemmed	3/14/2023	VÖH MyChaff t Website Communic Form	Baseman/weekerfall displacement Community Sharmatives Remote to 1300 William William Sharyand earliny Do not wellen, vio build Bharyand aufory Casy Cash Phasas Diaman, vinariant all displacement	Additionally, the contribution will have done a band on a speciment complex and Audit nearth hasing than more than east. Please recorded and take of the speciments for commonly has been proposing feet for find has 55 feet. Assign the contribution of the contribution of the contribution of the speciments of the contribution	Se Comment #3 Se Comment #3 Se Comment #3 Se Comment #3 Se Comment #3 Se Comment #3 Se Comment #3 Se Comment #3 Se Comment #3 Se Comment #3 Se Comment #3 Se Comment #3 Se Comment #3 Se Comment #40
1094	Ed Deaters Ed Swemmed Ed Swemmed	3/14/2023	VÖH MyChaff t Website Communic Form	Baseman/weekerfall displacement Community Sharmatives Remote to 1300 William William Sharyand earliny Do not wellen, vio build Bharyand aufory Casy Cash Phasas Diaman, vinariant all displacement	Additionally, the contribution will have done a band on a speciment complex and Audit nearth hasing than more than east. Please recorded and take of the speciments for commonly has been proposing feet for find has 55 feet. Assign the contribution of the contribution of the contribution of the speciments of the contribution	Se Comment #3 Se Comment #3 Se Comment #3 Se Comment #3 Se Comment #3 Se Comment #3 Se Comment #3 Se Comment #3 Se Comment #3 Se Comment #3 Se Comment #3 Se Comment #3 Se Comment #3 Se Comment #40
1034	Eal Desters Eal D	3/14/2023	VÖH MyChaff t Website Communic Form	Business/residential displacement Community (Secretives) Remote to 1300 William William Bissylved safety Do not widen/no baild Despylved safety Copy, Olich Plasse Business/residential displacement Connect safety	Additionally, the contribution will have done a speciment complex and Audit neath hasing have now than east. Please recorded and lask of the speciments the commonly has been proposing like the filtrah 55 fbs. Additionally Singer for the proposition of the common of the common of the speciments of the common	Sec Comment 43 Sec Comment 45 Sec Co
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1034	Eal Desters Eal D	3/14/2023	VÖH MyChaff t Website Communic Form	Basevan/residential displacement Community (Sterrations Revolut to 1:30) William Bis agreed suday Do not widen/no build Bis agreed suday Cays Octo Plazas Bis areas and suggest General suggest Do not widen/no build	Additionally, the contribution will have done a speciment complex and Audit seath hasing have now than east. Place to consider and task onto a significance the commonly has been proposing feet to find find \$55 place. Manifest \$55 place to complete the place of the complete the find find \$55 place. Manifest \$55 place to complete the place of the complete the comple	Sec Comment 43 Sec Comment 45 Sec Co

		1			The second secon	To an arrange of the second of
				Public Transit Multimodal	Please seek siturnatives such as public transit with mixed saed zoning. This will alleviate the current traffic on the highway, Our Lone Star state needs more well-able crised fleegers. Expir claring. Ligar Carrier.	See Comment #13
				Transportation	Engar Garcia	
1039	Edger Handel			Do not widen/no build	MobilitySS Program Manager Tommy Abrego, As an Austin resident, I am against TuDOT's plans for I-SS and I oppose highway expansion through Austin. Expansions do not fix congestion, and adding more car lanes is one of the worst ways to increase	See Comment #5
					Transportation appears, and a passe to the p	
				Public Transit / Multimodal	Values to transportation consolls. To see closed the investigation observed modes of transportation. She multi-transport which shell consolls without all the neutrino effects of biothory conserves review.	See Comment #15
				Transportation	To increase transportation capacity, Texas should be investing in alternate modes of transportation, like public trainet, which add capacity without all the negative effects of highway expansion incise, pollution, climate change, injuries, chatths, and more).	
1040	Edgar Walters			Do not widen/no build	MobilityS Program Manager Tommy Abrego. Nelto, 1 am a resident of Austries was stoke, just over a mile from 1-35.1 oppose Tx001's plans for 1-35 and 1 oppose expansion. I believe 1-35 must not grow higher or wider or else in will worsen the quality and safety of life in Austrin.	See Comment #5
					Highway expensions do not work, and this one will not work for Austin. I oppose this project because I value air quality, safety, and options beyond driving. Clear Waters	
				Community Alternatives	I am for the Platfinis Sproposal as an alternative. I believe to 100T's methodology is filtered because it does not account for Induced Demand, and I believe it fundamentally disempowers city residents, makes our dry center polestrial-particularly, and is incompatible with a haality environmental future for our plainet.	See Comment #4
					our city center pedestrian-unfriendly, and is incompatible with a healthy environmental future for our planet.	
1041	Eduardo Longoria	1/9/2023	Email	Do not widen/no build		See Comment #5
1041	Eduardo Longona	1/9/2023	Email	Do not wider/no build	Please don't expand 1-35. Focus on urbanisms of that people will walk, take or use public transportation. Expanding the highway encourages spraied. This idea is not new and it understand increasingly by transportation "expans". Eduardo Longoria.	DAN LOTTERATILES
1042	Eduardo Viramontes			Do not widen/no build	Mr TxDOT TxDOT, Tam a resident in Austin. Ldo not like and do not approve of the TxDOT (35 expansion project, it will create an even worse city around that area. Heavy traffic should be diverted around the city instead of through it, people should be prioritized.	See Comment 45
					over cars and trudsal Eduardo Virancontes	
				East/West Connectivity	What Austin needs is to repair and reimagnate de east side of the city into the rest of it, i35 needs to be torn down and turned into a boulevand that integrates several modes of transport including more	See Comment #20
					sorely missing public transport.	
1043	Edward Abrigo	1/31/2023	MyCapEx Website -	Regional Connectivity	I commuta to work from SA to Austin 1-2x a week. This would be great way to reduce traffic on 35.	See comment#1
			Comment Form			
1044	£0	0.000.000	11011	0		
1044	Edward Maycock	2/20/2023	VOH	General support	This project is a big deal that will shape the feel of this city for decades to come. It is time to join east and central Austin with pedeatrian friendly connectivity over US; I am in favor for as much capping as possible to provide for community space and reduced noise from US traffic. Let's not short change this project! Doing so will be a waste of time and money.	DAR LOFFFERIN PS
1045	Edwin Bautista	6-06/8688	My Cap	Do not widen/no build	As an Austin resident and native Teran, I do NOT support the further widening and expansion of ISS.	See Comment #5
1			Ex	Caps/Deck Plazas	do support the cap and etitor proposal and believe TXDOT should pay for the majority, if not all, of the project.	See Comment #42
1046	Edwin Young	1/9/2023	Email	General support	We live nearby LSS Please speed up whatever you decide to do and please get it implemented Please do something to reduce the traffic noise coming from LSS. We live nearby and it can be really really four at times. The noise is my #2 concern. Thank You, Edwin Young	See Comment 48
					ICOJO SIL STIRMA. I FIRM RODINE DO MY PLA CONCINENT TRACES TOU. EGINEN TOURS	
1047	Elleen McGinnis				Mobilit\u00e45 Program Manador Tomer Abrelo.	See Comment 45
					Mobility35 Program Manager Tommy Abrego, I am the more of a 7 ye Austrians writing to OPPOSE TIXOT's plans for I-35 and to OPPOSE expansion. Above all, I am concerned about the project's impact on kids, both now and in the future. There are over 80 daycares and schools currently interest to 15 and 15 a	
				Do not widen/no build	in the property of the propert	
					on 2/23/2023, also support a putic watermines effort to let parents and gastellans of Audits-area lass, understand the hashin raide of the lightway expansion. Children's hashin and their right to it is habited climate report of the decision rainkey process as we assess the irreport of the highway expansion on our city. Then's you.	
				Climate Change	More generally, we are in a crucial decade to act on climate change, and this is not the time to widen a highway through our city. Kids and teens are experiencing anxiety and worry about their future, and we need to be acting in ways that lower our city's carbon footprint and leave them with a positive legacy.	See Comment #51
					mead to de acting in ways that down during a cardon recipror, and sewe them with a positive register.	
				Community Alternatives	I am FOR The Rethink35 proposal as well as sloving down to consider community alternatives.	See Contraint #4
					W. COVY COV	
						See Comment #5
					Not 1920 1920 19 Good aftermoon, After injure, used a few blocks away from 1.35 for the last 20 wears and depending on it daily. I do feel like I have a stake in White bods decides to do with our main transportation artery. The been to many of the meetings, and given some feedback	See Comment #5
				Do not widen/no build	or tack) into 1. Cloud althronous. After long, gues a few blocks away from 135 for the last 20 years and depending on it dealy, I do feel like I have a stake in White bodit decides to do with our main transportation arisers. Eve been to many of the meetings, and given some feedback before. Solvers.	See Comment #5
				Do not widert/no build	to 1:001 1:001. Out allows: O	See Comment #5
1048	Eileen Murphy					
1048	Elleen Murphy					See Commet #5 See Commet #21
1048	Eleen Murphy				We find the control of the control o	
1048	Elieen Murphy					
1048 ID	Elisen Murphy Commission Name	Date Received	Source	Business/residential displacement	Their this piles will have Audit up ever further. It will displace havinesses, schools, residents, And after (2 all dams, 2 will just make things scene. The highesty chanking pight through the middle of a city, the base we opportunity to challing that the city chanks to adjust the adds to come just forward. In Audit, we went a more consolided (5), And did not, and not an into value.	See Comment #21
1048 ID	Elsen Murphy Convenier Name	Date Received	Source	Business/residential displacement	This still just induce demand and make Audit in the city, less pediatries, bits, and alternative forms of transportation from the product of the city and the cit	See Comment #21
1048 ID	Elleen Murphy Commenter Name	Date Received	Source	Business/residential displacement	This still just induce demand and make Audit in the city, less pediatries, bits, and alternative forms of transportation from the product of the city and the cit	See Comment #23 See Comment #23 Responses
1048 ID	Elisen Murphy Commenter Name	Date Received	Source	Business/residential displacement	This still just induce demand and make Audit in the city, less pediatries, bits, and alternative forms of transportation from the product of the city and the cit	See Comment #23 See Comment #23 Requesters
1048 10	Elieen Murphy Commenter Name	Date Received	Source	Business/residential displacement	This still just induce demand and make Audit in the city, less pediatries, bits, and alternative forms of transportation from the product of the city and the cit	See Comment #23 See Comment #23 Requesters
1048	Elleen Murphy Commenter Name	Date Received	Source	Business/residential displacement	This still just induce demand and make Audit in the city, less pediatries, bits, and alternative forms of transportation from the product of the city and the cit	See Comment #23 See Comment #23 Requesters
1048	Elleen Murphy Commenter Name	Oate Received	Szerce	Business/residential displacement	That this plan will be Auditing over further. That displace humaness, schools, residents, And other is set down, the big part of the property should ge gript through the middle of a styl, the house expectation by the basing that the objective like as section is one part human in Auditin, we want a more convenient oils, And stolls, and lost as more wide. This will just reduce demand and make Audit the size polentials, bile, and all alternative forms of consequentiation freedly. The will just reduce demand and make Audit the oils, supported the property of the propert	See Comment #23 See Comment #23 Requesters
1048	Eleen Murphy Commenter Name	Date Received	Store	Business/residential displacement	The will just mixed auditing over further. The difficulties becomes a production for the product of a size of the production of the produc	See Comment #23 See Comment #23 Requesters
1048	Elisean Murphy Commenter Number	Cate Records	Source	Business, residential displacement Latent/Induced Demand Topic	Heal this place on the Audit op even further. I will displace thomsesses, burden, studies, and other is all down, it will just make things works. Not ligiturely should get get through the middle of a city, the leavest experiently in bringing the first (bit (bit) growth to add the bringing to the property forms to the property fo	See Comment #23 See Comment #23 Responses
1048	Elsen Murphy Contractor Name	Data Received	Source	Business/residential displacement	And the part of the Audit or given fortier. Yet flagging between, between the part of the	See Comment #23 See Comment #23 Responses
10-48	Given Murphy Contractor Name	Date Received	Same	Business, residential displacement Latent/Induced Demand Topic	Heal this place on the Audit op even further. I will displace thomsesses, burden, studies, and other is all down, it will just make things works. Not ligiturely should get get through the middle of a city, the leavest experiently in bringing the first (bit (bit) growth to add the bringing to the property forms to the property fo	See Comment #23 See Comment #23 Responses
10	Einen Murphy Contractor Name	Quin Received	Store	Business, residential displacement Latent/Induced Demand Topic	And the part of the Audit or given fortier. Yet flagging between, between the part of the	See Comment #23 See Comment #23 Responses
1048	Disen Murphy Contractor Name Contractor Name	Date Research	Source	Business, residential displacement Latent/Induced Demand Topic	And the part of the Audit or given fortier. Yet displace between, bridge is a displaced, and dear it as displaced and the part of the part	See Comment #23 See Comment #23 Responses
10	Gleen Murphy Commenter Name Exercise Advisors	Date Research	Store	Business, residential displacement Latent/Induced Demand Topic	And the part of the Audit or given fortier. Yet displace between, bridge is a displaced, and dear it as displaced and the part of the part	See Comment #23 See Comment #23 Responses
10	Elsen Murphy Contractor Norw Event Market	Cate Reserved	Source	Business, residential displacement Latent/Induced Demand Topic	And the part of the Audit or given fortier. Yet displace between, bridge is a displaced, and dear it as displaced and the part of the part	See Comment #23 See Comment #23 Responses
10	Gleen Murphy Constrainter Name Gwind Karleen	Date Restrict	Source	Business, residential displacement Latent/Induced Demand Topic	And the part of the Audit or given fortier. Yet displace between, bridge is a displaced, and dear it as displaced and the part of the part	See Comment #23 See Comment #23 Responses
10	Elsen Murphy Contractor have Given Karleen	Oute Measures	Group	Business, residential displacement Latent/Induced Demand Topic	Head this place will be an Auditing sever further. The distinguise becomesses, should, varieties, and other it is drow, the light of the sever interpretation of the severe interpretation of the severe interpretation of the severe interpretation of the severe interpretation of the severe interpretation of the severe interpretation of the severe interpretation of the severe interpretation of the severe interpretation of the severe interpretation of the severe interpretation of the severe interpretation of the severe interpretation of the severe interpretation of the severe interpretation of the severe interpretat	See Comment #23 See Comment #23 Responses
10	Einem Murphy Commenter Name Grand Karlam	Data Reserved	Source	Business/residential displacement Letters/reduced Demand Travel Con ret wides/no build	And the space of the Public or down format or 2nd Engine Anti-consequence (and the consequence of the public of the consequence of the public or an increase of the consequence of the public or an increase of the consequence of the public or an increase of the consequence of the public or an increase of the consequence of the public or an increase of the consequence of the	See Comment #23 See Comment #23 See Comment #23 See Comment #25
10	Elsen Murphy Commenter Name Elvind Kartisen	dat horne	Source	Business/residential displacement Letters/reduced Demand Travel Con ret wides/no build	The will got find the Auditing were further. The distinguise becomesses, should, varieties, and other it is drow, it will got mide things, worse. To highway choice graph through the middle of a styll, the latest through the state that is broked to come part forward. It is also come to see the state of t	See Comment #23 See Comment #23 See Comment #23 See Comment #25
10	Elsen Murphy Contractor Name Control Kartan	Data Reservati	Source	Bulanness/residential displanement Laters/Induced Demand Trans Demand Trans De not widen/no build Avenues to 130	The will got find the Auditing were further. The distinguise becomesses, should, varieties, and other it is drow, it will got mide things, worse. To highway choice graph through the middle of a styll, the latest through the state that is broked to come part forward. It is also come to see the state of t	See Connect #28 See Connect #28 See Connect #3 See Connect #3 See Connect #3 See Connect #3
10	Elsen Murphy Commenter Name Coverd Kartain	Date Research	denotes .	Bulanness/residential displanement Laters/Induced Demand Trans Demand Trans De not widen/no build Avenues to 130	Head this place will be an Auditing sever further. The distinguise becomesses, should, varieties, and other it is drow, the light of the sever interpretation of the severe interpretation of the severe interpretation of the severe interpretation of the severe interpretation of the severe interpretation of the severe interpretation of the severe interpretation of the severe interpretation of the severe interpretation of the severe interpretation of the severe interpretation of the severe interpretation of the severe interpretation of the severe interpretation of the severe interpretation of the severe interpretat	See Connect #28 See Connect #28 See Connect #3 See Connect #3 See Connect #3 See Connect #3
10	Elsen Murphy Contractor Name Exact Markets	Gate Resident	and a	Business/residential displacement Laters/Induced Demand Trans Con not widen/no build Amount to 1330 East/West Committely	Hast this place will be a Auditing were further. The distinguises becomesses, should, varieties, and other it is drow, and just make things works. No highway choice of program to the solid to be included to complete the solid to be so	See Connect #35 See Connect #35 See Connect #35 See Connect #3
1049	Einen Murphy Connected Name Grand Karlam	Date Resource	Grove .	Business/residential displacement Laters/Induced Demand Trans Do not eviden/tra build Do not eviden/tra build Remarks to 1300 East/West Connecticity	The set goal and but Audit in green for first. "And Engines becomes, below the set of th	See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23
10	Einen Nurphy Commenter Name Einen Kartsen Einen Kartsen	dat horno	Stores.	Business/residential displacement Laters/Induced Demand Trans Con not widen/no build Amount to 1330 East/West Committely	The set goal and but Audit in green for first. "And Engines becomes, below the set of th	See Connect #35 See Connect #35 See Connect #35 See Connect #3
1049	Colored Multiplay Control Marketter Colored Marketter Colored Sandagilo	Date Noterina	Stores	Business/residential displacement Laters/Induced Demand Trans Do not eviden/tra build Do not eviden/tra build Remarks to 1300 East/West Connectivity	Hast this place will be a Auditing were further. The distinguises becomesses, should, varieties, and other it is drow, and just make things works. No highway choice of program to the solid to be included to complete the solid to be so	See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23
1049	Einen Murphy Commenter Name Good Kartson Good Kartson	Date Research	- Brown	Business/residential displacement Laters/Induced Demand Trans Do not eviden/tra build Do not eviden/tra build Remarks to 1300 East/West Connectivity	The set goal and but Audit in great for first the Conference of th	See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23
1049		Cata Nova not	Stores - Stores	Business/residential displacement Laters/Induced Demand Trans Cor not widen/his build Demand to 1300 Remote to 1300 East/West Correctory Business Transported Transporte	The set goal and but Audit in great for first the Conference of th	See Connect #23 See Connect #23 See Connect #25
1049	Einem Murphy Connection for Name Chind Karlam Daine Sadages Einem Arregion	Date Research	Street Street	Business/vesidential displacement Laters/induced Demand Tops Co not editor/induced Demand On not editor/induced Remote to 1309 Esse/West Connecticity Busy/turned Palet Trainer/ Administration An Quality/ficesse	Heat this place will be a Audit on over further. It will displace becomesses, wholes, washers. And other it is down, the light of the control	See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23
1049		Out Number	Gross Creat	Business/vesidential displacement Laters/induced Demand Tops Co not editor/induced Demand On not editor/induced Remote to 1309 Esse/West Connecticity Busy/turned Palet Trainer/ Administration An Quality/ficesse	The set goal and but Audit in great for first the Conference of th	See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23 See Comment #23

1052	Elaine Kinsey			Do not widen/no build	Machinist's Program Manager Tommy Averge, Mini, my name is Balies Kirsley, and the revoluted Austin, Tessas, LOPPOSE TEXOT's plans for 1-35 and 1 OPPOSE expansion. Adding more lanses to this highway will not reduce to life in fact it will increase it. We have seen this time and time again in practice there is an initial drop in trullify, but it climbs back up to severe this before	See Comment #5
					again in practice: there is an initial drop in traffic, but it climbs back up to worse than before. https://mic.org/mic.org/mic.org/single/m	
					Additionally, driving in Texas is dangerous, with hundreds of Texas driving on the road every year. Wilest of all it is all admission than professor its root for for	
					Tangui France grows beneat our mean beneated by the contract of the contract o	
					r sepect (IAO), Austra Ley Coches, and other representatives to Marro up for mis. Eliater Kinsay. Eliater Kinsay.	
				Community Alternatives	Esupport Rethris 35's alternatives to this expansion, such as changing i-35 into a community-oriented space, and breadening alternatives for those who don't want to single-car commute. Not only is this better for the environment, but it also allows those who don't want to drive more options to svoid it, meaning less cars on the road and LESS TRAFPIC!	Sae Comment #4
				Business/residential displacement	Expanding I-SS in the way TxDOT proposes will destroy small businesses and replace them with an ugly concrete landscape emblematic of a car-dependency that increases isolation and decreases quality of life for critaria.	See Comment #21
					IND ICC COLUMN	
					Mobility55 Program Manager Tommy Abrego,	See Comment 45
					Making Shopman Manager Trammy Arrange, Dark C. And C	
				Do not widen/no build	net generations. A plan that seeks to replace the griddox with higher density, waitable central city districts would better serve all the communities in Austin, including the historically marginalized that the current plan is likely to displace, again.	
1053	Eleanor Kemple				As a citizen of this city and this state I expect TxDOT, the Austin City Council and my other elicited representatives to stand up for me. This is your chance, Mr. Abrego, to serve a higher good than at best a few short years of slightly lower traffic	
				Community Alternatives	Lam for The Rethink3S proposal. For the last century, adding more road has never been a long term solution to congestion, and instead has created a sea of unpassable concrete cities that belong only to cars.	See Comment #4
1054	Elena Navarre			Do not widen/no build	Mobility.55 Program Manager Tommy Ahrego, 1 am against the expension of 1.35. Expansion will not solve the congestion issue, and the last thing we need is construction for the next 10+ years one of the most major readways in Austin, especially when there is no alternative travel route.	See Commant 4'S
				Reroute to 130	i am for other alternatives, such as new construction elsewhere for out of town trafficiens, who can avoid Austin if it is not their desired destination. Elena Navarere	See comment #3
					Elena Navierre	
					Madified Bald Newsonia, 9 is contribute an improposate any profess from the property was Manager than on pill at the	See Comment #8
		1			Modified Build Rhamative 3 is certainly an improvement over options from the previous years. However, there are still guint glosses that need to be addressed with this plan. White HSS should be expirated to ment crossed demand, the number of lames is excessed and table 2002 lames in increas cross-excitors. As has been seen in class such as incustors, Callias, etc., adding more lames in cross-excitors. As has been seen in class such as incustors, Callias, etc., adding more lames increas the calling and the contract of th	
					Induced Demand. This is not to dealy that improvements and expansion isn't needed, but there is a point where the ROI becomes lower. The fiseway created by this plan will be very complicated to drive on due to the many added eith and figures, which will confuse drivers.	
		1		General support	Induced Demands. This is not to deep that in representation are deposition for in Technical, but there is a point of where its 900 becomes for the first the fewery counted by the plant will be very complicated to the few on the bit the many address deals and information. The project is sent to consider the fewer of	
		1			Soing interchanges to reduce traffic. The added code is due to the visat amount of land that will be acquired, as well as the numerous traffic and the processor in my continuit. It is my belief that for more code-efficient improvementations could be achieved for less money.	
		1				
		1			Oue to threat issues, I propose the following adultions to the Build Alternative,	See Comment #25
					Due to the desired, propose the following decisions to the duck developing places maximum in one decision, but will reduce traffic substantially. 2. The action between 5. The decision of the duck developing between maximum is not decision, but will reduce traffic substantially. 2. The action between 6.1.2 Sheet and the love of the first 'quoped and funding with the distribution of the duck of the	
					The destrict feetings and surface and institute in the feeting supposed to destrict the second to refer th	
					3. The section between Marior Road and 12th Street remain open for entirepole and barrier, MLK and 12th should be wider streets with greater pediatrism access. 4. The section between 12th Street and Ceiar Chews 25 remain felly capital and burierd things the pediatrism access. 4. The section between 12th Street and Ceiar Chews 25 remain felly capital and burierd things the pediatrism access. 4. The section between 12th Street and Ceiar Chews 25 remain felly capital and burierd things the pediatrism access.	
1055	Bi Flord	200,000	VOH	Bury/turnel	5. The Bridge over Lady Brid Lake be reduced to 18 lines maximum. With these improvements, 1.59 will resident from one species and headachs to an asset for the city and state.	
				Business/residential displacement	This project also displaces many businesses and residences, which will not only create impact to the persons displaced, but also cost the targeter enormous amounts of money given the 42 acres needed to buyout to build the freeway. This is almost 15 Austin city blocks. The cost of land will be enormously expensive to acquire as well as possible entirent domain lawsuits that could arise against the project	See Comment #21
					beyond to bruilf the hreewsy. This is aimost 13 Austin only blocks. The cost of land will be encrymously expensive to acquire as well as possible errinent domain tawards that could arise against the project delaying it aim rating the price.	
				Air Quality/Noise	The project registers an exercise that if 75 miles of the project that are port report and stirched and still result in proported this same surface are policitor, as well as increasing traffic on	Sup Comment #14.
					The project creates an eyecore in the 6.75 miles of the project that are not capped and stitched, and will result in environmental issues, such as air pollution, noise pollution, as well as increasing traffic on city streets by reducing easily west flow.	
1056	Rias Contraras	2/14/2023		Do not widen/no build		Sur Connect #S
1000	Dias Contreras	2/14/2023	MyCapEx Website - Comment Form	Do not widerly no build	Please don't expand i 35 north of 45th St. Push ppt to live in already established neighborhoods. Build more outside of Austin. It's too congested already	SAN CONTRACT #S
1057	Bijah B Omernick	2100,0000	MyCapEx Website - Comment Form	Do not widen/no build	I recently heard about the proposed I-35 explansion. I strongly oppose this plan. Please cases the plan to expand the intenstate. Thank you for your time.	Said Comment #5
				Latent/Induced Demand	Furthermore, Induced Demand would likely see no benefit in the traffic situation. It would continue to push cities in the direction of septralt covered eyescres instead of welcoming, economically interconnected communities.	See Comment # 18
		1		Business/residential displacement	The proposed expension would displace hundreds of jobs from local businesses.	Rec Comment #21
1058	Elijah Cross	3/7/2023	Fmail	Do not widen (no build	+	DAN CONTRAINT #21
	Cross		Lines	Do not widen/no build	Mobility35 Program Manager Tommy Abrego.	See Comment 45
1059	Filiah		Cinan	Do not wideri/no build	MobilitySS Program Manager Tommy Xiregip, Not fires paid this latter with erroticeal bit. It's irreplu, don't widen that Isens. There's literal proof that doesn't help traffic.	
		3/2/2023	Email			
	Elijah Stout	3/2/2023	Ernail	Do not widen/no build Do not widen/no build	MobilityS Program Manager Tommy Abrego. Hay Tommy.	Sec Content 65
	Stout	3/2/2023	Ernail			Sec Content 65
	Stout	3/2/2023	Email	Do not widen/no build	Making Shington Manager Tomay Abrego, Telep Tomay. Telep	Sec Content 65
	Stout	3/2/2023	Email	Do not widen/no build	Making Shington Manager Tomay Abrego, Telep Tomay. Telep	Sea Connect 65 Sea Connect 65
	Stout	3/2/2023	Email	Do not widen/no build	Making Shington Manager Tomay Abrego, Telep Tomay. Telep	Sec Content 65
1060		3/2/2023	Email Email	Do not widen/no build	Making Shington Manager Tomay Abrego, Telep Tomay. Telep	Sea Connect 65 Sea Connect 65
1060	Stout Etijah Varada		Email	Do not widen/no build	Making Shington Manager Tomay Abrego, Telep Tomay. Telep	Sea Connect 65 Sea Connect 65
1060			Email	Do not widen/no build	Microsoft Program Manager Training Allowages and Control of Such Assessment of Such Assessment Asse	Sea Connect 65 Sea Connect 65
	Elijah Vanada	3/6/2023	Email Email	Do not widen/no build Do not widen/no build Do not widen/no build	Mobility 25 Program Manager Training Man	Sea Comment 45 Sea Comment 45 Sea Comment 45
1060			Email	Do not widen/no build	Mobility 25 Program Manager Training Man	Sea Comment 45 Sea Comment 45 Sea Comment 45
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	Elijah Vanada	3/6/2023	Email Email	Do not widen/no build Do not widen/no build Do not widen/no build	Microsoft Program Manager Training Allowages and Control of Such Assessment of Such Assessment Asse	Sea Comment 45 Sea Comment 45 Sea Comment 45
1061	Elise Kventze I Elise Morehead	3/6/2023 2/7/2023 2/7/2023	Email Email Email Email Email Email	Do not widen/his build Do not widen/his build Do not widen/his build General widen/his build Can not widen/his build	Montally 2 Program Manager Treamy danger. And Transp. A	Sea Connect 45 Sea Connect 45 Sea Connect 45 Sea Connect 45
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1061 1062	Elise Kventze I Elise Morehead	3/6/2023 2/7/2023 2/7/2023 Date Received	Email Email Email Email MyCapts Website Comment Form Source	Do not widen/his build Do not widen/his build Do not widen/his build General wapport Do not widen/his build	Microsoft Program Manager Training Allergian (Service). Note Standard, Service and Servic	Sea Connect 45 Sea Connect 45 Sea Connect 45 Sea Connect 45 Sea Connect 45 Sea Connect 45
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The color		1			Bublic Transit / Multimorial	We need effective public transportation	See Comment #13
March					Public Transit / Multimodal Transportation		
Market M					Bike/ped safety	and walkable critics. Elsabete Alen	See Comment #30
Market M	1067	Fixahe	2/7/2023	Fmail	Canard connect	Day Chairman Road and Commissioners: Thank you for condition that LSS through Jodes is you of the most rendested markers comment in the State of Toxas. So this seriously included markers is often	Sua Cremont &A
Market M		th Antonis	2,7,222			called the Main Street of Texas, all Texass should call for bold and decisive action to transform this critical streets of infestructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this	
Market		hen				Tagiores.	
The content of the						becoming permanent.	See Comment #150
Part						I am a reconstituted reconstruction of the List and have to go under the bridge as part of exposing the full lake. Under the current bridge there is already shallow areas and the pitters don't line up with direction of the lake. Adding another structure will make it unsafe. Having lived through the re-build of the Tappen Zee Bridge over the Hudson filter in NY I know the externe impact that bridge building has on the recreational use of a river/lake. Thank you.	
Mark	1068	Elizabeth Barhydt	3/7/2023	Email	Parks	Liz Barhydt Austin Resident	
Mark							
Mark						Multid I was born in Austin in 1984 and lived here until I was 18, and then moved back wher 15 years away in 2018 to start my family. It's obvious Austin has experienced monumental growth and an	See Comment #5
Mark						explosion in popularity during recent years, and the 125 experience project seems like a refro-busined to the a larger profession but it is addition that it is beginn makes serience in 2225 Auditin, Texas. I cannot for the life of me understand why with this explosion in popularity we've poshing an expansion that removes public space and increases a highway footport through our most recognizable asset-beautiful deventown. This expansion does not serve the people who live here whatebower and is out of boods with the way Justin residents live and the direction our country and other claims are moving toward. Why are was commodizing a highway expansion for people to pass directly	
March						through the center of our city when we should be catering to the people who actually live here and minimizing the presence of ISS in lieu of green spaces and routing toucks to ISSO? I see crises live Dallas making moves procting given spaces over highways with the building of Pryck Warren Park which is a function addition to their city, and are enhanced to see Austin instead want to price through with a beliemoth highway with the process of the proces	
Mark					Do not widen/no build	completion consisting with a world whose values have dissistably shifted and this expansion will permanently be a source of sharme for Austin and its conditioents as well as an unsightly blems to our landscape. Imagine having a leadership role in the most popular oily in the country and your logacy is allowing the construction of a magin highway through the center Ballling.	
March	1069	Elizabeth Hood	210,000	VOH		Thereis for your consideration, 2 trained in	
March							
March							
March					Reroute to 130	There should be a full cap on expansion from 183 to Lady Brid Lake, trucks re-conted to 190 and alternative highway expansions considered (like the worderful job on 185 or 145), We are supposed to be a city that tows nature, intellectualism and starting twents—laft take the full picture into perspective and imagine the national reaction if we saw a similar project go forward in a similarly sized city, We are botter than this and our city and all of its	See comment #3
March Marc	1070	Dizabeth Hulett			Do not widen/no build		
March Marc						Tam a resident of Houston that frequently travels to Austin for work. I OPPOSE TADD's plans for ISS and I OPPOSE expansion. Highway equinations DONT work. They worsen congestion (six we saw with the Kaly Freeway), don't follow in Houston's footbalage. Thank you for your time, please reconsider the TADX proposal. #Sysham Houser.	
Mark Mark						Asserted fundos	
Mark Mark							
1					Reroute to 130	This space is much better used for lively public spaces and this is a great opportunity for a public transit-first project or redesignating another highway such as 3H-13O as an intensitate, a boulevard going through town.	See comment #3
1					Public Transit / Multimodal	Public transportation, high density mixed use developments, and walkable neighborhoods are solutions that can reduce traffic congestion. We keep doing the same thing over and over again with our	See Comment #13
Company					Transportation		
Part Part	1071	Elizabeth Martinez	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	We need safe rails that are energy positive and less pollution. This is a visible solution.	See comment #1
Explanation for the control of the c	1072	Elizabeth Morales			Do not widen/no build	Mr hoof hoof,	See Comment #5
Explanation for the control of the c						Daier TXDOT, Driving record this city is a nightmare because It spically have no choice but to take I-35. I come from a city with a better highway system and wish Austin had something similar. Please both make our commute worse.	
Signature (1) Si							
District Manual Control of Contro					Air Quality/Climate Change	Epanding (-35 is not that solution, it will create more traffic, pollution, and a headache for Audrintes. Indeed, community alternatives to expansion should be explored. (Ne Reconnect Audin.	See Comment #18
District Manual Control of Contro	1073	Elizabeth O'Toole	1/20/2023	MyCapEx Website -	Regional Connectivity	Thank you for taking comments. I moved from Austin to San Antonio and frequently have found myself traveling in between. I would love to take a train and free up spots on the road, flail would be a wavefunf of third in mr (fig. 16 may a mynhalfy several fines a mynhalfy	See commant #1
Community devices Comm							
See Address of the Control of Control Office of	1074	Elizabeth Tiede			Do not widen/no build	Mobility29 Program Manager Tommy Acregio, Expanding the highway is the wrong direction. It has been proven that expansion is not a long term solution. The expansion will worsen congestion, Instead,	See Connent #5
The state of the s					Community Alternatives		See Comment #4
Compact Compact Compact Compact Compact							See Commant #5
Source Company The Season State The Season Sta					Do not widen/no build	ny maria ao au, aro ma autor ao uz azona wujung moust, audotoway, i am a arrector do such registration registration and a sum a servició de such a su	
Figure Indians Figure Indians	1075	Bla Hammersly					
Do not easily religion to the control of the contro					Climate Change	It would increase emissions and directly undermine the goals set out by the Austin Climate Equity Plan passed in Fall 2021. Not to mention the amount of accidents that would increase as a result of this aspansion!	See Comment #51
Do not easily religion to the control of the contro					Recial Justice	Increasing the amount of lanes on 1-35 would be detrimented to the Austin community, as it would displace many people in East Austin, which has been the target of gent filliostics for so long already.	See Commont #3
Constructly Namestrian Analysis Program Stategar (may be special to the way destinated in construct \$4 Analysis Program Stategar (may be special to the special stategar (may be special to the special to the special stategar (may be special to the special	1076	Ella Rous			Do not widen/no build		See Commant #5
Manipul Margam Manager Transport Process Process Internal Analysis of Country Agriculture o							
Do not endoughough all an agreement of several designation, the agreement of several designation, the segment of several designation and several desig					Community Alternatives		See Comment #4 See Comment #5
Do not endoughough all an agreement of several designation, the agreement of several designation, the segment of several designation and several desig						I am a resident of the Chestrux neighborhood in Austin and I strongly oppose TxDDTs plans to widen ISS through the heart of Austin - Capital Express projects north, central and south. We have decades of experience showing that highway experiences don't work - adding laines induces demand for more driving, and tooks us in an autocontine model of grown. Austin is an autocontine and active of part of the decades of the decades of the autocontine model of parts. Austin Capital Express projects in orth. See distinct on the decades of the autocontine model of parts. Austin Capital Express projects in orth active or decades of the decades of the autocontine model. **The Company of the Chestrum Capital Express projects in orth active or decades of the active or decades or deca	
Do not endoughough all an agreement of several designation, the agreement of several designation, the segment of several designation and several desig						1. Adds Lenes. Adding laines increases generation but deservit recording communities compared to the properties and properties	
Some Wild from all and passes agreed and these Auditorials by reaging a better way forward and then founding its beauty and provided a walker, more exploited TRANSCOPTIATION quarter. TOOT you have to do be found and of the Auditorials by reaging a beauty way forward and then founding its branch beginning or works to the founding or works to the foundation or other? Do not entered to the founding or works to the founding or works to the foundation or other? Do not entered to the foundation of the foundation or other to the foundation or other? Do not entered to the foundation of the foundation or other to the foundation or other? Do not entered to the foundation of the foundation of the foundation or other to the foundation or other? Do not entered to the foundation of the foundation or other to the foundation or other? Do not entered to the foundation of the foundation or other to the foundation of the foundation or other to the foundation of the foundation of the foundation or other to the foundation or other to the foundation or other to the foundation of the foundation or other to the foundation					Do not widen/no build), in a gar, in reason opportunity used distains of district of disvelopables, talk-glassified government and existed 1.00T is the department of TRANSPORTATION, not highways, and you should be developing appropriate transportation solutions for an urban contact. Buildoxing neighborhoods in urban areas to make way for highways is the transportation seglineering of the 1550s. It was was an anticker box, and fits a missiale box. This intensite highway system has played an important role in connecting our country, but highways should not go THROCH our crise. Class are about connection	
Stature. Community Newsorks. Analyzer for Informatical Stature of an unknown behaviour of the stature for an unknown behavio						and access. Oties are about PEOR.E. ThO'T should focus its engineering capacity and billions of dollars on solutions that help the most people move around SAFELY. Finding that there is no environmental impact from a highway expansion shows that the entire process is a jake. If execut Cath Count and ThO'T to sear the Count of the Cath County of the Cath	
Philids Treated, Publishmetal Transportation An Quality Tissee Whe any successful region for the continuing to inseed before on earlier for the continuing to inseed before on earlier for the public between the force on earlier for the public between the force on earlier force on public between the force on earlier for the public between the force on earlier force on public between the forc	1077	Ella Ryan				better.	
To Supportation An Quality Tissue Why any su continuing to inneed billions of deliliers in even highways that leave territies adding recents, and that publics and devalves					Community Alternatives	I support the Rethnis 25 vision of an orban boulevard, or the next best option of fully burying the highway and providing an urban boulevard and developable land on top. Burying the highway should not be a burden for the only to bear, but should be funded by TxOOT as a requirement for keeping a highway through our oits.	See Comment #4
At Quality Prisosal 60 year you continuing to innest billion of dollars in new highways that have terrible salding records, and that printing and devolute our disec? Do not widerly to build Middle-Phangers Manager Terriny Manage. O'O'O'O'O'. Elicity Salamin for 35 and GO'O'O'. All and the Salamin for 35 and GO'O'. All and the Salami						Vitters approved Project Connect in 2020 and we need to focus our efforts on public transportusion, not expanding highways.	See Comment #13
Do set widers/throbuild Manipul Tempora Nationage Tempora Nationage Committee of Part							
I one a resident of at. Paul (10090 Excit) Figure for 3-50 and 100905E expansion. (20) years of connection for it part as few years of competion with of a few years of competion with of a few years of competition with part as few years of competition with years of competition with years of competition with years of competition with years of competition with years of competition with years of competition with years of competition with years of competition years of competition with years of competition with years of competition with years of competition years of competition with years of competition years of competition years of co						Mobile 65 Program Manager Tomers abroato	
						Tam a resident of st. Plaul 19990SE TADOT's plans for 135 and 1 0990SE expansion. 19990SE TADOT's plans for 135 and 1 0990SE expansion.	
Q Connecte have Data hands Sovie Sport Connect Assets Sport Sport Connecte Sport Spo	7070	Dis Million	9/7/0000			Leaver 1 (2007), Austin City Council, and other representatives to stand up for me.	
Q Crimente hour Dan hances Soure Spr. Criment.	10/6	Die Williams	3/1/2023	tmai			
G Control Name Cast Name Sur Name Name Name Name Name Name Name Name							

_						
				Public Transit / Multimodal Transportation	I am FOR redesigning another highway or Newing open an option for public transpor	See Comment #13
				Latent/Induced Demand	TADD's proces in this project is harmful and desen't do what it intends to do as bed as it can. Instead it ignores induced Demand, construction impacts, particulate matter pollution from the wear, the failure of airmost as lingitively expensions. The soctions of freeway removals, and its failific modeling is flaved.	San Comment #18
			•	Air Quality/Noise	Highway expansions DONT work. They wonsen congestion (as we saw with the Kuly Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Conversat #34
1079	Ellen		My	Do not widen/no build	I do not want to see this secred place removed because of industry	See Corresot #5
			Cap Ex	Business/residential displacement	Eash that West China Tesi house not be demotished in the expansion planned for 2025. This is a vital place of community and gathering.	See Comment #21
1080	Ellen Flocke		We MyCapEx Website -	Public Transit / Multimodal Transportation	If we really must expand 1-35, plans should preference mass trainst over cars.	See Comment #13
			Comment Form		Fee really most request 155, given shared preference reasons treat over care. Freally, what it really word is invaries. Expended real in Austin, high queed to see connecting fleas close, 1 don't word bigger reads, it will not fin the problem and we could dis below.	
				Bury/tunnel	More of it should be underground to create community and unify east and west. TXDOT said they'd pay for this at first, why is the bill now on tax payers?	Sac Comment #25
				Air Quality/Noise	We need more environmental tests and thought put into water run-off.	See Comment #34
					Date 15 Capital Exymatic Central. Date 15 Capital Exymatic Central. Date 1 Secretaria Exymatic Central. Date Control And Experimental Institute of the Extended Central Exten	See Comment #4
1081	Ellen Mandel			Commu nity	ha not disregave alternative. In large the Mission Enternative Mission Act required 1500°1 to meaningfully consider manningful attenutives, but that appears not to have been done in this draft 155. There is client community support for both the filthins35 and filternatives, but also proposes, including season as level of desired officials asking (1500°1 to service) consider meaningful attenutives. While the TII mody was relevating, it in no way is a replacement for throughly analyzing full-filter35 and filternatives. Assist in the Size of 1500°1 falset to provide upone presentate agreement for thin-feather throughly considerable analyzing full-filter35 and filternatives. The size of 1500°1 falset to provide upone presentate agreement for thin-feather throughly considerable analyzing full-filter35 and filters and filter 1500°1 falset to provide upone presentation and filter 1500°1 falset to provide upone presentation and filters and filters 1500°1 falset to provide upone provide and filters 1500°1 falset to provide upone provide and filters 1500°1 falset to provide upone provid	
	Drei reside			nity Albertat ves		
					Please run the rigorous analysis found throughout thousands of pages of ES on the RelTrink35 and Reconnect Austin proposals.	See Commant #4
1082	Ellenor Shoemaker	3/7/2023	Email	Do not widery'no build	Assemble Sympos Manager Transport Protops Protops (Protops Protops Pro	So Connect #5
1083	Elie	1/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	It would be so great to have high speed rail connecting major Texas other like San Antonio and Austin. It would lessen traffic and pollution	See comment #1
			Comment Form			
1084		2/27/2023	MyCapEx Website - Comment Form	General support	Out Column bigg are Commissions. The Columnia of the Columnia	See Comment 68
1085	Ellie Hanton				The IndOTT.ECOT. This is the ZEE contary. The plant to wider and expand ISS is definibly stuck in the 20th century, I oppose the plan to wider and expand ISS.	San Comment 45
				Do not widen/no build	Na NCHT DOCT. The reason of th	
				Community Alternatives	I want community alberhalives to expansion, including Reconnect Austin and Rathink 25, to be fully studied.	See Comment 8-4
				Air Quality/Noise	The colution and traffic will become worse.	Nan Comment #15.
1086	Ettiot Copelano	1/19/2023		Regional Connectivity	The posicion and trains with decarms screw. Commuter rail would be a better investment for the long term sustainability of trainst, and reduce congestion rather than continuing the induced Demand greater highway expansion would incur.	See Comment 4.3
	Emot Copesant	1/19/2023	MyCapEx Website - Comment Form			
1087	Elliot Parsico			Do not wider/no build	Making 35 Sigger and reading a blooks of construction for a law years of completion reliaf to let more people community towards as the cost of rendering community toward blooks in the making is short righted and problement. Please Ellect Prescue	Sea Comment #5
				Recial Justice	MobilitySS Program Marrager Tommy Abriego,	See Comment #3
1088	Elliott Bucknaff			Community Alternatives	Managed Syngen, belongs brown, brown, brown belongs, the second of the s	See Connects 44
				Reroute to 130	Data has shown that freeway widening only reduces traffic flows for a couple years at best (take the Kely freeway for example) , alternatives such as designating SH-13D	Seconner(4)
1089	en en	1/31/2023	M.Conference	Regional Connectivity	Data has shown that thereasy widering only reduces faith: flows for a coopie years at best (lake the Kildy freeway for example), attenditives such as designating 3H-330 Please create high sceed rail between Audin and San Antoniol	See comment #3 See comment #1
2009	Ellis Roberti	4,34/2023	MyCapEx Website - Comment Form	regional Connectivity	1 common in control ringge representation and control resident and the AMADERIA	
					One OES hase, Pap. Degat. More Blazon and Constituents. Daring bits of the Paper's Winter and Constituents. Daring bits of the Paper's winter at EXD's Secured bits registrone (posed between Other last & Extends), has given input on many HSS project. This interests is not excellent boundary. The quantitative has and the SIP project more from the sight Department of Defense, Aller SIP of ord my registroned was, until the early 2007s, softene from Beganna APB and most wave William Foresam Bits veterans. These veterans and prevention are aller SIP projected from the SIP of projection (Paper APB and most wave William Foresam Bits veterans.) Approximation on SIP September (APB and most wave William Foresam Bits veterans.) Approximation of SIP September (APB and most wave William Foresam Bits veterans.)	See Comment 45
1090	Elios Muthews	3/1/2023	Emili	Do not widen/no build	Control State As the State As the Control State As	
1091	Elsa Decker	3/6/2023	Email	General support	Date Chairment begg and Commissioners: Thinks by the recognizing that 55 through waters to see of the most congested residency supports in the State of Texas. As this serticusly updated residency is when called the Main Shreet of Texas, will Texamis should call for botal and decide and the state of the section of inflammation will real accommodate the region and immessar growth was respected only in page 25 facts. Ascording, is, in an intelligibility to express my comprise support for the 155 Capital Express Central design as surpassed by IDOST. Think is you for your consideration of this request. If you float, the Date IDOST.	See Comment 48

				Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin and live close to east Revenide drive: I OPPOSE TXDOT's plans for I 35 and I OPPOSE expansion.	See Comment #5
1092	Elsa Rivera	3/7/2023	Email		Austin is not built to take on this infristructure. We are not Houston. I don't want to use an intenstate highway for my local trips. I expect TxODT, Austin City Council, and other representatives to stand up for mr. Clos	
1092	Elsa Rivera	3/1/2023	Email			
ID	Commenter Name	Date Received	Source		Comment	Responses
				Community Alternatives	I am FOR Rethink35 proposal, especially redirecting traffic cutside the city. I have lived in Austin for over 10 years and have seen how it has transformed, but Austin is not built to handle the amount of traffic that is corning through have and there has to be a better solution then expanding 135	See Comment #4
					that is corrieg through here and there has to be a better solution than expanding ISS	
				Air Quality/Noise	Highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
					to Mobility35 Program Munager Tommy Abreigo,	See Comment #4
				nity	Hello TxDOT, Austin City Council, and other representatives ,	DAN LOTTERIST. #4
				Altern	ast sam a resident of South Austin near Marchizou and Staughter Ln. I leve living here and regioning all Austin has to offer. I verifiening to cycle (and to good a region and year of the proper and t	
					for ISS in different parts of Tesas.	
					traffic and Austin is a world class city.	
1093	Elise Lance				Text I could imply in put seast using a constrained or to may generous. I go use only very make service, and once increasingly in definition of the country	
2003	Djan Carlon					
					I support the RelThink I-35 Plan and also improving public transportation in Austin and especially to South Austin and other communities that have been historically shut out of transportation outside of a car.	Sax Comment #4
				Reroute to 130	I am for redesignating another highway such as SH-130 to take traffic around the city. I also think these tax dollars would be better spent improving public trainal, adding protected sidewalks, protected bike lains, and working on getting away from our dependence overall	See comment #3
1094	Emerald Walton	1/13/2023	Email	General support	Disar Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Audin is one of the most congound roadway segments in the State of Teas. As this serviced youtdained madeway is often collected than Mark Devet of Teas, as this serviced youtdained madeway as often and increased and control teas and the collected than State of Teas, as this serviced control teas and increased and the serviced and control teas and the serviced and	See Comment #8
	Walton				cases the mean conex or seas, as exists should call for food and obcase action to transform this critical selects of instationary into a readway that, will accommodate the spiral and immense growth we are experiencing in our great State. Accordingly, in an writing today to experien my complete support for the 18-5 Copinal Experse Current designs as proposed by TaOCT. Thank typo consideration of this request.	
1095	Emilio Campos	2/23/2023	Email	Community Alternatives	Nº TROYT TROYT.	See Comment #4
1	1				or nout in about in a	
	1				Wide polluting highways through town are not what I want for Austin. I want safe, pleasant, and walkable and bleable streets. I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied Enrico Campon	
	1					
	1					
	<u> </u>					
1096	Emilio Gordon	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	I am a hage supporter of rail and a light rail system connecting Austin and San Antonio will undoubtedly benefit both economies and relieve traffic.	See comment #1
1097		2/11/2023	MyCapEx Website - Comment Form	Business/residential displacement	Please don't remove tea house	See Comment #21
			Comment Form			
					Mobility35 Program Manager Tommy Atrego,	See comment #1B
					I aim a 20+year resident of the Cherrywood neighborhood. My husband, chist, and I and live within 3 blocks of 1453 per 35 blocks of 1453 per 45 blocks of	
					the placement of IH35 echoes recist policies designed to segregate Austin. Expanding it would further separate exist well well. The cast side will unfairly bear the burden of this expansion. Blood hears in hymogenetic in this equipher has been present to be a side will unfairly bear the burden of this expansion. Blood hears in hymogenetic in this equipher has been present to be a side will unfairly bear the burden of this expansion.	
					herns. The sounds of speeding cars and loud brakes permeate what should be nighttime quiet. It is already impossible to feel safe crossing to the west where crossings exist if I am walking or riding bless with my family because the number of	
					Case are speed of same a coverenamentag, we now so was and exporte our area and one regimely a nugle durine. Expanding the regimely was make it auton that we nave to get in a car so order to pasces we emply that should be accessible on foot.	
					People should not have to lose their homes and businesses to a highway expansion when we have known for decaded with expansing highways does not lead to decreased traffic congestion. Most, construction and then the presence of a large, moster, more optimizing highway will have an explaint welfact on property values in all might pichnodous disposition to this project. Driving on expansion displayase, in our city does not feet size. It chimsely avoid in highway driving in Author and will not to use an expectability of the contract of the project. The project of the projec	
					sen larger HSS. The planned decade of construction will make living here a challenge, and the result will be decreased quality of life. It's not worth it. The planning of this project ignores many facts and inadequately addresses so many real removers.	
	Emily			Air Quality/Climate change	I am also very worried about increased pollution and the effect on the health of my farrity. Environmental impact and pollution are huge concerns, and TaDOT has not adequately studied this. From an air quality expert who met with Reconnect	
1098	Emily Bankston	3/7/2023	Email	Air Quanty Crimate change	Autors to explain environmental concentra: 1. TalOT has not and must study NO2 (nitrous exides), PM2-5 (particulate matter 2.5), and PM10 (particulate matter 10) in its Air Quality Analysis (DEIS Appendix P). Appendix P currently only analysis CO (carbon monoride), which is common	
					produce from DUTs because It's easy to land witter CO distanranet sharingers is easy to run. NOZ, PMIZ.3, and PMIZO pollutarits are a more effective measure of pollution and a more significant threat to health; they are also more difficult for TDOT to bring within the national standards. making largery refusation to assess them.	
					 The EPA is set to tighten their standards for PMZ.5 in 2023, which would put Austin into non-attainment. The standards have been trightened because PMZ.5 is so much more of a serious health concern their CO. ThOD? is not required to the left Austin and the because that but is the standards returned to the cause the PMZ.5 in so much more of a serious health concern their CO. ThOD? is not required to the left Austin and the but but into attainment status. But non-attainment is also as meaning with CO. Thod is not serious health or a serious health o	
					PM2.5 in the DBS - they were worked about what the analysis might show.	
					TxDOT should at least be being at 20 years out, 30 years out, and 40 years out.	
					4. TSDOT must conduct a regional emissions in silvas to rivolate a regional emissions in silvas and control a regional emissions in silvas and control are regional emissions in silvas and control are regional emissions in silvas and control are regional emissions in silvas and control are regional emissions in silvas and control are regional emissions in silvas and control are regional emissions in silvas and control are regional emissions in silvas and control are regional emissions. It support revoking the highway outside of the city and reconnecting east and the regional emissions in silvas and control are regional emissions. It support revoking the highway outside of the city and reconnecting east and the regional emissions in silvas and control are regional emissions. It is support revoking the highway outside of the city and reconnecting east and the regional emissions are regional emissions. It is support revoking the highway outside of the city and reconnecting east and the regional emissions are regional emissions. It is support revoking the highway outside of the city and reconnecting east and the regional emissions are regional emissions. It is support revoking the support revoking the highway outside of the city and reconnecting east and the regional emissions are regional emissions. It is support revoking the regional emissions are regional emissions are regional emissions. It is support revoking the regional emissions are regional emissions are regional emissions. It is not received the regional emissions are regional emissions are regional emissions. It is not required to the regional emission are regional emissions are regional emissions. It is not regional emission are regional emissions are regional emissions are regional emissions. It is not regional emission are regional emissions are regional emissions are regional emissions are regional emissions. It is not regional emission are regional emissions are regional emissions are regional emissions. It is not regional emissions are regional emis	
					west, perhaps through the restoration of the former East Avenue. The highway—if it exists in central Austin—should be capped such that the integrity of our city is	
					Association for the properties of the Compression o	
1099	Emily Caudill			Community Alternatives	Will as a complete filtration i proposed of function i proposed of function i proposed of function is a company of the function of function in the function of function is a company of function in the function of function is a company of function	Sas Correses #4
1	1				sense to roate not be interested to affect throughout affect through the middle downtown, which is less than the road of control of the middle downtown, which is less than the road of the middle downtown, which is less than the road of the middle downtown, which is less than the respect to the read of the road of the	
				Latent/Induced Demand	Most highway expansions, such as the Kuty Freeway, fail to actually discrease congestion thanks to induced Demand.	See Comment #18
					Most lightly expensions, such as the North Phreese, file In Exclusion General Congression (Parket in Social Agent Control of Demonst.) Administrating plant and did as an opportunity to mean the least of Audition new Security to policy and an administration of the Audition Control of Parket Control of Control of Parket Control of Park	See Comment #30
	1			Bike/ped safety	on; 25% of Austrates state that they would prefer not to drive if they have a safe attentative, and creating growth that contex pulsor temporary being changed and the safe attentative and the safe attentative, and creating growth that contex pulsor temporary being changed and the safe attentative and the safe attentative and the safe attentative and the safe attentative and the safe attentative and the safe attentative and the safe attentative and the safe attentative and the safe attentative and the safe attentative and the safe attentative and the safe attentative attentative and the safe attentative and the safe attentative attentative and the safe attentative attent	
	1			DERRY DRIC SMIRITY	not be a part of that. Think to go frour consideration, Ermity Caudill	
	1			Air Quality/Noise	We need to be considering ways to make Austin more environmentally friendly, and a car-centric plan such as the current I-35 expansion plan is a step in the worng direction.	See Comment #34
L						
1100	Emily Erwin	3/7/2023	Email	Do not widen/no build	MobilityS Program Manager Tommy Aznego, Earn Commercy's audient at UT Autom and I plan to be in Audin post gired. I 09YOSE ToOT's plans for LSS and I 09YOSE equinsion. I spent at of my life driving through waco remembering been incredibly awful the highway was. I do not want flatted to be not investment of audion.	See Comment #5
					Highway expansion DOES NOT WORk. Wa've seen Kay and everyone makes fun of it. We don't wanna be Katy or Waco. Please do not expand 35	
					Target September Conductions and Conduction and the September Conduction of the Septem	
					Dear Chairman Bust and Commissioners: Thank you for recognizing that LSS through Auddin's one of the most congested markers coalmonts in the Natural Toron. As this control to market markers in white and the control to the control to market market in the Natural Toron.	Sax Convenue # 8
	1				Door Chairman Bugg and Commissioners: Think you for recognizing that 155 through Audits is one of the most congested eachesy segments in the Data of Texas, a Bris seriously codated mediumly in other consisted the Mark Deve of Texas, a Bris seriously conditioned to the Seriously consistent to the Seriously con	
					Powdruggs; sam manag, sowing not experiment any oversperiment any policy in the 2-0 Leighted Captines Leistrate diseases on y source. Instant, you can your commentations or stars required	
1101	Emily	2/8/2023	Email	General support	Associate . This message contains confidenciar information and is internated and you the individual named. Do not distribute or copy this senial if received by missials. Please distribute to message and notify the sender immediately if you have received this easily by missials. Emiss in one guaranteed to be secure and could be corrupted, but, developed, incomplete, or contain visuals. ACRLIC Commercial, LLC does not accept liability for any errors or emissions.	
	Grigsby	. ,				
	1					
	1					
1102	Emily Iberra			Do not widen/no build	Mr TLDOT TLDOT, All I want is more green space—the benefits have been will documented by socialogists for decades.	See Comment #S
					There is a notice way.	
				Air Quality/Noise	Highways are expensive and drain resources, as well as increase pollution which affects marginalized communities the most.	See Comment #34
1103	Emily Kinsolving			Do not widen/no build		See Contract 5
1103	Livry Kinsoving			Lio not widerlyno build	MobilitySS Program Manager Tommy Abrego. Research time and time again has shown that highway expansion does not lessen traffic.	See Control of the Co
	1			Public Transit / Multimodal Transportation	We need mass public transit, NOT more highway lanes.	See Comment #13
				Reroute to 130	We need to open 45/130 up to the public to reroute through traffic around the city. Emily Kinsolving	See comment #3
	1				Parity Automotion	
L	1	1	1	I.	I.	1

1104	Emily Knight			Do not widery/no build	Making Shapes Makager Tomors Angue, in a series of East And Shapes Makager Tomors Angue, as a section of East And Shapes Makes Angue	Sea Controvate 65
1105		1/27/2023	Fmail	Caps/Deck Plazas	I support removing the split deck, capping I-SS with bleakle and walkable roads, and congestion pricing through downtown Austin to enco unage use of alternative routes for through traffic.	Sec Comment #42 Sec Comment #8
1105	Emily Kucera	1/27/2023	Email		Date Claimes Bugg and Commissions: These you for recogning grant 15 Strongs, hadn't as well off the nost congenited markets agreemen in this basis of Finess. As this servines, but not added markets and added the Market Servine Finess. A Finess servines for the Servine Finess and added markets and ad	Sea Comment #S
1106	Emily Mansfield	2/7/2023	Email	General support	Date Chairmen begg and Commissionners: Thank you for recognizing that LSS brough Audin is one of the most congulant readway suppress in the State of Texas. As this surround, audited or making of the countries that the State of Texas. As this surround, audited that the State of Texas. As this surround, audited or that the State of Texas. As this surround, and the state of the state of the State of Texas. As this surround, and the state of the state of the State of Texas of Texas. As this surround, and the state of the state of the State of Texas o	See Comment 48
1107	Emily Martinez	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	I believe that a metro sall behaven San Antonio and Audin would benefit both chies. It would exise the burden of car ownership on the inhabitants of both chies while reducing carbon emissions. Houston would also greatly benefit from being added to this metro system once it is put in place.	See comment #1
1108	Emily Moreland	2/7/2023	Email	General support	Due Chammer hog and commissioners: Thank you for recipitoring that LSS brough Audin is one of the recit congusted readway suppress in the State of Texas. As this surricusty audited creatives of the recitive than the State of Texas. As this surricusty audited creatives of the State of Texas. As this surricusty audited creatives of the State of Texas. As this surricusty audited creatives of the state of the State of Texas. As this surricusty audited creatives of the state of the State of Texas. As this surricusty and the state of the state of the State of Texas. As this surricusty audited creatives of the state of the state of the State of Texas. As this surricusty audited creatives of the state of the state of the state of the state of the state of the State of Texas. As this surricusty audited creatives of the state of the st	Sau Contract #8
ID	Commenter Name	Date Received	Source	Topic	Comment	Responses
1109	Emily Morelland	3/6/2023	Email	General support	Duc Claims higg set Commissions: If the policy of processing the policy of the policy	Sec Committ 48
1110	Emily Nash			Do not widen/no build	Sealind Program Manager Tomor Abress.	Se Connect 5
					Nation(35 Regions Manager Training Stranger) Entering Stranger (Septiment Stranger) (Septimen	
				Air Quality/Noise	Highway expansions do not work. They increase traffic, cause more pollution, and is a safety concern. Not to mention the homble inconvenience of dealing with road work.	See Commant #34
1111		1/4/2023	Email	Multimodal Transportation	I am for alternative modes of transportation. Austin is a beautiful city that could easily be walkable if there were buses that ran on time and trains that locals could take.	See Comment #20 See Comment #21
	Emily Nickerson	2,4,2023	Ciai	Dustready resolution temperatures.	halon privace boths, This highous operations is defined, and the confidence of data and winding table for those public got becauses and readered brane causing environmental publics for the long of which the confidence of the long of which the confidence of the long of which the long of which the long of which the long of which the long of which the long of which the long of which the long of which the long of which the long of which the long of which the long of which the long of which the long of which the long of which the long of which the long of which the long of the long of which the long of the long of which the long of the lon	
1112	Emily Rafal	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	I moved here from DC and one of the biggest disvelueds to San Antonio in the lack of public transportation, especially rail, which would help address myrised challenges in the city including traffic, accessibility, and climate.	See comment #1
1113	Emily Santoyo	2/27/2023	MyCapEx Website - Comment Form	General support	Expension needs to happen on 155, originally from Sea Antonics, 1 will never understand why there haven't been AVY expension to it at all or a better why havin't been figured out by now. Whatever the toll 150 lases' by allowing 158 wheeler's through it, should happen anyway, I don't see how that for a AVY toll in Audit hose money.	See Comment #S
1114	Emily Serchen			Do not widen/no build	MobilitySS Program Manager Tommy Abrigo,	See Comment #5
					I are a resident of Bartis Bart Magillor in South Austra. (10/0000E CEOUTh, plants, Seed of UNIQUES generalism. Highway expensions COOT was. They worsen congestion jus we saw with the Kap Framesy, air noise and water pollution, subfay, an	
					I am FOR the RethinGS proposal, redesignating another highway such as SH 120 as an internetate, a boulevard going through town, a public transit-first project.	See Comment #4
				Latent/Induced Demand	160Ts proces in this project is ferred: it gives induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway equivalents, the success of fereezy removals, and its traffic recibing a fareed.	See Commert #18
1115	Emily Underwood		VOH	Caps/Deck Plazas	This is a huge project that will have huge effects on the character and accessibility of our only for decides. All of the surhers areas would ideally be capped. If it worth to capped, at the very least include more cross-overs, Resea consider and accommodate the many ways people git enrould the only without dam, we need less of them in this applity growing chif	See Comment #42
				Bike/ped safety	integrating the city on either side of the interstate and making in safer, easier and more pleasant for pedestrians, cyclists	See Comment #30
				Multimodal Transportation	and all the other modes of transit. Lurge everyone involved in this design to be forward-thinking about what might be appropriate for the current and future of Austin	See Comment #20
1116	Emily Weisz	2/6/2023	Email	General support	Due Charmen beg and Commissioners: There you for recogning that LSS brough Audits as and if the most congulate reading suppress in the 20as of fease. As this serious) audited makings is discovered as the following of the control of the feese of feese. All feeses will accommodate the report and immerse good we are operancing in our great Stock according, it was mit of pulse present in great part of the LSS of the feese of feeses and feeses of the pulse of the control of the pulse of the control of the pulse of the control of the pulse of the control of the pulse of the control of the pulse of the control of the pulse of the control of the pulse of the control of the pulse o	See Connect #8
1117	Emilynn Vanover			Transportation	Present rocts on improving public transportation for the general population or Assert. Expans the seato to reach more points or the cry, wave Astern more washades.	Sea Commerce #3
		<u></u>			Highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
1118	Emmanuel Nunez			Do not widen/no build	Making Singman Managar Tomay Arang. Dan't DOT, I are a makinch in Phatasis. I best to school and I have the day of Audin. I believe that that 155 project should not add any more delining teams. Caser and the school in Phatasis is the school and I have the store approach for a department using Project Connect. This must be for the school and and in the phatasis of the school in the school and in the school in the school and in the school in the	Sac Comment #5
				Reroute to 130	People should have the ability to walk, use transit or bike to destinations, that's what drives only longevity. Please go back to the drawing board and re-route through traffic through SH 130	See comment #3
1119	Enrique Bocanegra	2/1/2023	MyCapEx Website - Comment Form	Regional Connectivity	I would love a railway system of some sort between San Antonio and Austin. It would make commutes lot easier and help with the homble traffic the node between both critics experiences.	See comment #1
1120	Ephraim Taylor				Larr an Audion resident laving teas their a mile from 155. I strongly oppose they apposed Cogetic Central project. The project is not appropriate for an unbear areas where people like, work, and community of section of the project is not appropriate for an unbear areas where people like, work, and community of section of the project is not appropriate for an unbear areas where people like, work, and community of section of the project is not as a set of the project in the project is not appropriate for a set of the project in the project is not a set of the project is not a set of the project in the project is not a set of the project in the project is not a set of the project is not a set of the project in the project is not a set of the project in the project is not apply of the project in the project is not apply of the project in the project in the project is not apply of the project in the project in the project is not apply of the project in the project in the project is not apply of the project in the project in the project is not apply of the project in the project in the project is not apply of the project in the project in the project is not apply of the project in the project in the project is not apply of the project in the project in the project is not apply of the project in the project in the project in the project is not apply in the project in the	Sea Comment #5
				Biks/ped safety	The proposed project does not include enough all grades consising for posted does not option and options, and would require renour covers to give red and for way to connect booldness that are does "but the cover feet", a	See Comment #30
1121	Eric	g-un-peak	MyCapEx Website - Comment Form	Caps/Deck Plazas	This former, even requires to 1000 of each consistent gives in most forward with the 135 expansion. 1. As higher to Warth requests 2-20 since. 2. As only previously forward stages of experience and the stage of experience an	See Connect #42
				Reroute to 130	Route tracks to St 130	See comment #3
1				THEORIE W 2.30	1990 1900 1900 1900 1900 1900 1900 1900	NAME OF THE PARTY

					TXDOT Dates size or Manager	See Comment #20
					As a long term resident of North Central Austin in Hyde Park I'm writing to add my voice to the many members in the 13 communities and neighborhoods in North Central Austin that are in strong opposition to TXDOT's Modified Alternative 3.	
					INCLUDE ADMINISTRATION OF THE PROPERTY OF THE	
					enduring goals based on metrics beyond the numbers of cars moved from point, 4 to point 8. Unfortunately, TXDOT'S Modified Alternative 3 does not achieve these goals, and comes short on the solutions. To cooses TXDOT'S Modified Alternative 3. Decisions and will also fall all Austin. In the meantime. I support a reconsist TXDOT'S Modified Alternative 3. Decisions and will also fall all Austin. In the meantime.	
					temporary. "No Build's consists with modifications to improve flow and travel time that can be implemented while further modifications are exported and considered." This is a satisfact excepted and a surine consequent in a south as other in the total for the building for the modification for the building for the souther for the building for the souther for the building for the souther for the building for the souther for the building for the souther for the building for the souther for the building for the souther for the building for the souther for the building for the souther for the building for the souther for the building for the building for the souther for the building for the souther for the building for the souther for the building for the souther for the building fo	
					Tools Our air of Middle: Our air of Middle:	
				East/West Connectivity		
1122	Eric and Gaby Landry					
				Air Quality/Noise	2) Produce and support a modern, holistic environmental assessment that truly seeks to evaluate the impact of the total expansion of 135, not in "segments", but as a whole unit that affects the entire Austin	See Comment #34
					community along the corridor and beyond;	
				Multimodal Transportation	3)The opportunity to design a corridor that serves all modes of transportation in a way that is safe regardless of method, and that is accessible, regardless of age, abilities, and location.	Saw Comment #20
				Do not widen/no build	Eopose PDOT's Modified Alternative 3, because "good enough" in this case would be a morrumental misses of funds pursaving an alternative that utimately falls the neighborhoods and will also fall Austin. In the mannime, I support a temporary "No Build" scenario with modifications to improve flow and travel time that can be implemented while further modifications are explored and considered.	See Comment 45
				Reroute to 130	(i.e. designating and marking existing fair left lanes as HOV-2 lanes during peak AM and PM hours, reinforced by camera photo capture, as well as no toll, mandatory diversion of trucks to \$1.130 also during	See comment #3
					peak hours).	
1123	Eric Berger		-	Do not widen/no build	Mobility's Program Manager Tomers Abreato	See Comment #5
			1		MobilitySS Program Manager Tommy Arrago. The opposed to the current expension plan for 1.55. It will cloig up with some traffic for 20 years until it gots finished, and when it does get finished, it won't have been enough if current brends hold. It will sews as gift only just through the center of born for no reason other than them's alway an internation them. Have, a little inegistation See Housein, for how this didn't work buffer.	
			1		The state of the s	
			1			
			1	Reroute to 130	Route traffic to sh-130, maybe expand that instead. Build 35 underground. Do intently anything but what you have planned currently. It's a weste of money, resources and time.	Seconnect #3
1124	Eric Brehm	3/7/2023	Email	Do not widen/no build	Modeling St Program Manager Tomory Alexgo. Manager States As a State of St	See Comment #S
	Brehm				is cause: gaser in the city is Integer installer, why would you separed on that. Issuen from the past and gift is better future.	
					and brailins	
1125		1/19/2023	MyCapEx Website - Comment Form	Regional Connectivity	The LTS contribut between Dallias and San Antonio requires a more throughful assessment to include the region's freight and passanger needs across multi-modes (i.e., highway, inter/into-city mass transit, obs/postation). The this beam several proposals to delevable 3.5 completion beamed by passanger freight and coathy, it propose is beat to delevable 3.5 completion beamed by passanger freight and coathy, it propose is beat to delevable 3.5 completion beamed by passanger freight and coathy, it propose is beat to delevable 3.5 completion beamed by passanger freight and coathy, it propose is beat to delevable 3.5 completion beamed by passanger freight and coathy, it propose is beat to delevable 3.5 completion beamed by passanger freight and coathy, it propose is beat to delevable 3.5 completion beat freight and coathy. It proposed is beat to delevable 3.5 completion beat freight and coathy. It proposed is beat freight and coathy. It proposed is beat freight and coathy. It proposed is beat freight and coathy. It proposed is beat freight and coathy. It proposed is beat freight and coathy. It proposed is beat freight and coathy. It proposed is beat freight and coathy. It proposed is beat freight and coathy. It proposed is beat freight and coathy. It proposed is beat freight and coathy. It proposed is beat freight and coathy. It proposed is beat freight and coathy. It proposed is beat freight and coathy. It proposed is beat freight and coathy. It proposed is beat freight and coathy and coa	See comment #1
1126	Eric Dauenhauer	500,000	MyCapEx Website -	Do not widen/no build	I oppose adding two non-tollad HOV laines to I-35 as part of the Capital Express Central project.	See Correlat #5
			Comment Form	Latent/Induced Demand	From personal experience in Portland, OR where they have HOV lanes on a congested part of 1-5, it does not substantially improve traffic conditions.	See Commant #18
				Public Transit / Multimodal	Is also believe that the city would be better served by simply expending based access across the bridge and into downtown rather than expanding the freeway. The city scn't stop growing and 2 Lienes of HDV ballic is not ping to makingfully ablar the future buffic conditions in the city.	Saw Comment #13
				Transportation	reaffic is not going to meaningfully after the future truffic conditions in the city.	
1127	Eric Englert			Do not widen/no build		See Comment #5
1127	bric Englert			Do not widen/no build	Manifold imagine Manager from purious process. A second of the process of the pr	See Comment #5
					reality has fallen for short of "NDOT's prior projections on similar projects in the past. If highway expansions worker, who have the best traffic in the works, but instead we're getting economically unsound projects showed down our threats. I expect TDOT, the State, City, and Courty government to actually sense the people of Audian instead of fining the easiest way to list	
				Caps/Deck Plazas	I would support this plain if there were a railroad component and it was fully buried between 183 and Town Lake. As it stands now the allowed area for caps are insufficient and financy a slap in the face to communities along the constor.	See Comment #42
					communities along the corridor.	
1128	Eric Fisher			Do not widen/no build		See Comment #5
1128	Eric Fisher			Do not widen/no build	MobilitySS Program Manager Tommy Atrego, What LODN'T want is more highway lanes, as they have proven to cause more congestion after a stoot period of allevisition due to Indicad Demand.	See Comment #5
1128	Eric Fisher					
1128	Eric Fisher			Do not widen/no build Public Transit / Multimodal Transportation	Making Singuise Manager Emmory Directs, and the state of	So Comment 5 So Comment 413
1128					(2) has to see more trans how and other modes of public transport inclosed of more highway forms as they would both allouise the highway of terific, and offer and more accessible allemate transport options for otherws.	
iD	Commenter Name		Source	Public Transit / Multimodal Transportation Topic	This is ten man time took and other modes of policit transport instead of more highway lones as they would both alleviate the highway of sortic, and other wide and more accessible ultimate transport options for colours. Comment	One Continues #13 Magazinesis
1128 ID		Date Received	Source Ernal		This is ten man time took and other modes of policit transport instead of more highway lones as they would both alleviate the highway of sortic, and other wide and more accessible ultimate transport options for colours. Comment	
iD	Commenter Name			Public Transit / Multimodal Transportation Topic	This is term man train from and other modes of policit transport instead of more highway larine as they would both allesses the highway of traffic, and other softward more accountile alternate transport options. Comment	One Continues #13 Magazinesis
iD	Commenter Name			Public Transit / Multimodal Transportation Topic	This is ten man time took and other modes of policit transport instead of more highway lones as they would both alleviate the highway of sortic, and other wide and more accessible ultimate transport options for colours. Comment	One Continues #13 Magazinesis
iD	Commenter Name			Public Transit / Multimodal Transportation Topic	Collises to see more train lines and other modes of public harroant instead of more highway innes as they would both alleuses the highway of terffic, and offer unfix and more accessitis attenued harroant report of terms. Comment Commen	One Continues #13 Magazinesis
iD	Commenter Name			Public Transit / Multimodal Transportation Topic	Collises to see more train lines and other modes of public harroant instead of more highway innes as they would both alleuses the highway of terffic, and offer unfix and more accessitis attenued harroant report of terms. Comment Commen	Son Continued #13 Projections Projections Annual #5
iD	Commenter Name			Public Transit / Multimodal Transportation Topic	Collises to see more train lines and other modes of public harroant instead of more highway innes as they would both alleuses the highway of terffic, and offer unfix and more accessitis attenued harroant report of terms. Comment Commen	Son Continued #13 Projections Projections Annual #5
iD	Commenter Name			Public Treated / Multimodeal Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transport	Collises to see more train lines and other modes of public harroant instead of more highway innes as they would both alleuses the highway of terffic, and offer unfix and more accessitis attenued harroant report of terms. Comment Commen	Son Continued #13 Projections Projections Annual #5
iD	Commenter Name			Public Transit / Multimodal Transportation Topic	Climate to see more trans how and other mode of public transport inclosed of more highway innex as they would both alleviate the highway of traffic, and offer and more accessible advantable transport operation. Comment We Include Tract Equipment process to self You've inviting more shaffle by expanding 35. Comment We Include Tract Equipment process to self You've inviting more shaffle by expanding 35. Not Collaborary Include that is usual more growness to to operate 35 expanding 15. Note Colphone. Include that is usual more growness to to operate 35 expanding 15. Note Colphone. Include that is usual more growness to to operate 35 expanding 15. Note Colphone. Include that is usual more growness to to operate 35 expanding 15. In collaborary or more than the operation of the process of the	Son Continued #13 Projections Projections Annual #5
iD	Commenter Name			Public Treated / Multimodeal Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transport	Collises to see more train lines and other modes of public harroant instead of more highway innes as they would both alleuses the highway of terffic, and offer unfix and more accessitis attenued harroant report of terms. Comment Commen	Son Continued #13 Projections Projections Annual #5
1129	Corrector Number Enc Galloway			Public Treated / Multimodeal Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transport	Collises to see more train lines and other modes of public harroant instead of more highway innes as they would both alleuses the highway of terffic, and offer unfix and more accessitis attenued harroant report of terms. Comment Commen	Son Continued #13 Projections Projections Annual #5
1129	Corrector Number Enc Galloway			Public Treated / Multimodeal Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transport	Collises to see more train lines and other modes of public harroant instead of more highway innes as they would both alleuses the highway of terffic, and offer unfix and more accessitis attenued harroant report of terms. Comment Commen	Son Continued #13 Projections Projections Annual #5
1129	Corrector Number Enc Galloway			Public Travel / Multimetal Travel potential Travel	Climate It was more town loss and other motice of public harmonic mixed of more highway innex as they would both alleviate the highway of faultic, and other and more accessible arternate harmonic regions for climate. Command In the Incident Conference	Sec Comment #3
1129	Corrector Number Enc Galloway			Public Travel / Multimodal Travelportation Travelportation Travel Do not widen, no huild Do not widen, his build Person to 1,500	Comment To the South To Comment To the South To Comment To To Comment To To Comment To To Comment To To Comment To To To Comment To To To Comment To To To Comment To To To Comment To To To Comment To To To To Comment To To To To To To To To To To To To To T	Sea Connected #3 Requirement The Connected #5 Sea Connected #5 Sea connected #5
1129	Communitier National Edit Calabosary Edit Calabosary Edit Causetter			Public Transity / Multimodal Transportation Transit Con not wider, vis build On not wider, vis build Do not wider, vis build Do not wider, vis build Multimodal Transportation	Consecution for activates. Comment of the content of the content of public harmonic of public harmonic of many larger and the second both adiabatic the highway of hoffic, and offer and many accessible adiabatic harmonic regions for collection. Comment of the content of the	Sea Control # 53 ***Regional *** **The Control # 5 **The Control #
1129	Corrector Number Enc Galloway			Public Travel / Multimodal Travelportation Travelportation Travel Do not widen, no huild Do not widen, his build Person to 1,500	Consecution for activates. Comment of the content of the content of public harmonic of public harmonic of many larger and the second both adiabatic the highway of hoffic, and offer and many accessible adiabatic harmonic regions for collection. Comment of the content of the	Sea Connected #3 Requirement The Connected #5 Sea Connected #5 Sea connected #5
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1129	Communitier National Edit Calabosary Edit Calabosary Edit Causetter			Public Transity / Multimodal Transportation Transit Con not wider, vis build On not wider, vis build Do not wider, vis build Do not wider, vis build Multimodal Transportation	Consecution of the base in the same of some and other modes of gold its prospect invoked of more highway invokes as they would both allowade the highway of hoffs, and offer and more accessible allowed between contract of colors. Consecution We food? Both We food? Both Consecution We food? Both Consecution We food the food Consecution We food Consec	Sea Control # 53 ***Regional *** **The Control # 5 **The Control #
1129	Communitier National Edit Calabosary Edit Calabosary Edit Causetter			Public Travelly / Multimodal Travelly reported to T	Consecution for activates. Comment of the content of the content of public harmonic of public harmonic of many larger and the second both adiabatic the highway of hoffic, and offer and many accessible adiabatic harmonic regions for collection. Comment of the content of the	See Contract #3 See Contract #3 See Contract #3 See Contract #3 See Contract #3 See Contract #3 See Contract #3 See Contract #3
1129	Communitier National Edit Calabosary Edit Calabosary Edit Causetter			Public Treaty /Multimodal Treaty-public Treaty /Multimodal Treaty-public	Comment We have the season of the mode of public transport instead of more highway inner as they would both allevade the highway of treffic, and offer and more accessible allerands transport options for clause. Comment We have the comment of t	See Contract #3 See Contract #3 See Contract #3 See Contract #3 See Contract #3 See Contract #3 See Contract #3 See Contract #3
1129	Communitier National Edit Calabosary Edit Calabosary Edit Causetter			Public Travelly / Multimodal Travelly reported to T	Consecution of the base in the same of some and other modes of gold its prospect invoked of more highway invokes as they would both allowade the highway of hoffs, and offer and more accessible allowed between contract of the same of t	See Contract #3 See Contract #3 See Contract #3 See Contract #3 See Contract #3 See Contract #3 See Contract #3 See Contract #3
1130	Covernance house Enic Galloway Enic Guardian Enic Guardian	3/3/2023	Enail	Public Travel / Multimedial Transportation Transportation Travel Do not wider, two build Do not wider, two build Do not wider, two build Do not wider, two build Do not wider, two build Later/, two build Later/, trabused Dominate Later/, trabused Dominate Community Alternatives	It like to see more trans to make and other mode of public transport instead of more highway innex as they would both allevada the highway of helfs, and offer and more accessible allerands transport options for classes. Comment In 18 Cool To COI. Expecting (Specimen parents) build. Tan's entiring more traffic by expending 135. In 18 Cool To COI. Expecting (Specimen parents) build. Tan's entiring more traffic by expending 135. In 18 Cool To COI. Found in the could more comments to appear 135 experience. In add in the could more comments to appear 135 experience. In add in the could more comments to appear 135 experience. In add in the could more comments to appear 135 experience. In add in the could more comments to appear 135 experience. In add in the could more comments to appear 135 experience. In add in the could more comments to appear 135 experience. In add in the could more comments to appear 135 experience. In a section of the could be appeared to the country of the country	Sec Comment #13
1129	Communitier National Edit Calabosary Edit Calabosary Edit Causetter			Public Treaty /Multimodal Treaty-public Treaty /Multimodal Treaty-public	To less to see more trans in real ordinary mode of public transport instead of more highway inner as they would both allevands the highway of traffic, and offer and more accessible allerands transport operations. Comment White Control Co. Comment White Control Co. Comment Comment White Control Co. Comment Co	See Contract #3 See Contract #3 See Contract #3 See Contract #3 See Contract #3 See Contract #3 See Contract #3 See Contract #3
1130	Covernance house Enic Galloway Enic Guardian Enic Guardian	3/3/2023	Enail	Public Travel / Multimedial Transportation Transportation Travel Do not wider, two build Do not wider, two build Do not wider, two build Do not wider, two build Do not wider, two build Later/, two build Later/, trabused Dominate Later/, trabused Dominate Community Alternatives	Comment We have the season of the mode of public transport instead of more highway inner as they would both allevade the highway of treffic, and offer and more accessible allerands transport options for clause. Comment We have the comment of t	Sec Comment #13
1130	Covernance house Enic Galloway Enic Guardian Enic Guardian	3/3/2023	Enail	Public Travel / Multimedial Transportation Transportation Travel Do not wider, two build Do not wider, two build Do not wider, two build Do not wider, two build Do not wider, two build Later/, two build Later/, trabused Dominate Later/, trabused Dominate Community Alternatives	No like to see more trans in one and other mode of public transport instead of more highway innex as they would both allevials the highway of hadit, and other and more accessible allerands transport options for classes. Comment 10 No COST TOCS, 10 Shoot of policy, 10 Shoot of p	Sec Comment #13
1130	Covernance house Enic Galloway Enic Guardian Enic Guardian	3/3/2023	Enail	Public Travel / Multimedial Transportation Transportation Travel Do not widen to build Do not widen to build Do not widen to build Do not widen to build Lister/, trabused Dominate Later/, trabused Dominate Later/, trabused Dominate Community Alternatives	No like to see more trans in one and other mode of public transport instead of more highway innex as they would both allevials the highway of hadit, and other and more accessible allerands transport options for classes. Comment 10 No COST TOCS, 10 Shoot of policy, 10 Shoot of p	Sec Comment #13
1130	Enc Guardian Enc Guardian Enc Guardian Enc Guardian Enc Guardian	3/3/2023	Ernal	Public Street, Multimodal Street, Multimodal Street, Multimodal Street, Multimodal Street, Multimodal Con not solder, No build Do not solder, No build Do not solder, No build Do not solder, No build Do not solder, No build Do not solder, No build Do not solder, No build Do not solder, No build Do not solder, No build Do not solder, No build Do not solder, No build Donard	No like to see more trans in one and other mode of public transport instead of more highway innex as they would both allevials the highway of hadit, and other and more accessible allerands transport options for classes. Comment 10 No COST TOCS, 10 Shoot of policy, 10 Shoot of p	Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3
1130	Covernance house Enic Galloway Enic Guardian Enic Guardian	3/3/2023	Enail	Public Travel / Multimedial Transportation Transportation Travel Do not widen to build Do not widen to build Do not widen to build Do not widen to build Lister/, trabused Dominate Later/, trabused Dominate Later/, trabused Dominate Community Alternatives	To less to see more trans in real ordinary mode of public transport instead of more highway inner as they would both allevands the highway of traffic, and offer and more accessible allerands transport operations. Comment White Control Co. Comment White Control Co. Comment Comment White Control Co. Comment Co	Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3
1130 1131 1132	Enc Guardian Enc Guardian Enc Guardian Enc Guardian Enc Guardian	3/3/2023	Ernal	Public Travel / Multimodal Traveloptation Travel Do not wider, no build Do not wider, no build Do not wider, no build Do not wider, no build Later, finduced Demand Later, finduced Demand Community Aberraction General appoint	No lives to see more trans in room and other mode of public transport instead of more highway inner as they would both alleviate the highway of halfs, and offer and more accessible allerands transport options for classes. **Comment** **Section** **S	Sea Comment #3 Sea Co
1130	Enc Guardian Enc Guardian Enc Guardian Enc Guardian Enc Guardian	3/3/2023	Ernal	Public Street, Multimodal Street, Multimodal Street, Multimodal Street, Multimodal Street, Multimodal Con not solder, No build Do not solder, No build Do not solder, No build Do not solder, No build Do not solder, No build Do not solder, No build Do not solder, No build Do not solder, No build Do not solder, No build Do not solder, No build Do not solder, No build Donard	No like to see more trans in one and other mode of public transport instead of more highway innex as they would both allevials the highway of hadit, and other and more accessible allerands transport options for classes. Comment 10 No COST TOCS, 10 Shoot of policy, 10 Shoot of p	Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3
1130 1130 1131 1131	Contract have Ent Calmay Dic Querther Circ Guide Ent Remoti	3/3/2023 3/3/2023 3/3/2023	Ernall Ernall Ernall ACAGE, Wildelte. Commert form	Public Transit / Multimodal Transportation Transit Connection of Connect	The last is an increas trace to real and other motion of public transport instead of more highway inner as they would both administrative highway of habits, and other and more accessible administrative highway of habits, and other and more accessible administrative highway of habits, and other and more accessible administrative highway of habits, and other accessible administrative highway of habits, and other accessible administrative highway of habits, and other accessible administrative highway of habits, and other accessible administrative highway of habits, and other accessible administrative highway of habits, and other accessible administrative highway of habits, and other accessible administrative highway of habits, and other accessible administrative highway of habits, and have accessed and make an impartment of highway of habits, and have accessed and make an impartment of highway of habits and habits	Sea Comment #3 The comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #4 Sea Comment #4 Sea Comment #4 Sea Comment #4
1130 1131 1132	Enc Guardian Enc Guardian Enc Guardian Enc Guardian Enc Guardian	3/3/2023	Ernal	Public Travel / Multimodal Traveloptation Travel Do not wider, no build Do not wider, no build Do not wider, no build Do not wider, no build Later, finduced Demand Later, finduced Demand Community Aberraction General appoint	Comment The Section of Section Sectio	Sea Comment #3 Sea Co
1130 1130 1131 1131	Contract have Ent Calmay Dic Querther Circ Guide Ent Remoti	3/3/2023 3/3/2023 3/3/2023	Ernall Ernall Ernall ACAGE, Wildelte. Commert form	Public Transit / Multimodal Transportation Transit Connection of Connect	Comment The Section of Section Sectio	Sea Comment #3 The comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #4 Sea Comment #4 Sea Comment #4 Sea Comment #4
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1130 1130 1131 1131	Contract have Ent Calmay Dic Querther Circ Guide Ent Remoti	3/3/2023 3/3/2023 3/3/2023	Ernal Ernal Ernal McCapEx Webster Comment from Ernal	Public Transit / Multimodal Transportation Transit Connection of Connect	Comment The Section of Section Sectio	Sea Comment #3 The comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #4 Sea Comment #4 Sea Comment #4 Sea Comment #4
1130 1130 1131 1132 1134	Contract have Ent Calmay Ent Calmay Ent Calmay Ent Calmay Ent Calmay Ent Named Ent Named Ent Popularia	3/3/2023 1/12/2023 2/4/2023 3/7/2023	Ernal Ernal Ernal McCaptin Welchie Ernal Ernal	Public Traval / Mujarradual Themportation Traval Do not solder, two build On not solder, two bui	The last is as in contract trace to real and other mode of public transport instead of more highway inner as they would both allevials the highway of halfs, and offer and more accessible allerands transport specials for classes. **Comment** **Discord ToCCT**	Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #4

1137	Eric Joyce			Do not widen/no build	We Note That CT. The expected of 25 Should present all Audion is a colonial waste of funds, three and every to make a worse softic charion that will respect of 25 Should present all Audion is a colonial waste of a soft for generators, Questions the worse and the present all the present all the present all the present and the present all the presen	Sec Comment 45
				Reroute to 130	The proposal files in the late and connect selfs: excurrencedations and earl of such with current city placemag exception. It threats earlies leach on the 1900s and leach any forward thinking. That should exclude consider salling cars to drive through earlies within which will not so 1-30 to encourage intended treation and devention.	See connect 43
1138	Eric Kaufman			Do not widen/no build	Mobility Shighest Manager Tomory Angel. Mobility Shighest Manager Tomory Angel. The Shighest Manager Tomory Angel. The Shighest Manager Tomory Angel. The Shighest Manager Tomory Angel. The Shighest Manager Tomory Angel. The Shighest Manager Tomory Angel. The Shighest Manager Tomory Angel. The Shighest Manager Tomory Angel. The Shighest Manager Tomory Angel. The Shighest Manager Tomory Angel. The Shighest Manager Man	See Comment #5
				Reroute to 130	Text Securings you have revealed in developing the securing you will be revealed by the securing you will be revealed by the securing you will be revealed by the securing the	See comment #3
1139	Eric Kidwell	\$97,044	VOH	Do not wider/no build Business/residential displacement	Falso don't believe violening i.35 will ease congression in the large term, as we've seen feewey after feewey be expanded to become congressed again in a few years, as seen in thouston. Fam very much opposed to displacing fromes and businesses mar i.35 to violen a feewey largely clagged by through traffic. My sem's school will be forced to close with this expension and I doubt they can	See Comment #5 See Comment #21
					find an alternative location given the cost of space in Austin.	
				East/west connectivity	1-95 as is should be convented back to an urban bodeward.	See Comment #20
1140	Eric Kidwill		MyCapEx Website -	Reroute to 130 Do not widen/no build	I think the current Highway 130 should be wishered and converted to i.35 to divert through theffic around the city.	Seconnet #3 Seconnet #5
2240	DIL PILINEII		Comment Form		I also do not think the current plan will help with traffic in the long item. You only have to look at the Katy freeway to see that more lanes do not help traffic conditions.	
				Business/residential displacement	Think the current proposals requires destruction of an unacceptable number of homes and businesses through central Austin, which only serves to fully devide the city. My kits got one of the fee Spanish exercises advoca in central Austin and it will be forced to relocate or close. Given the high cost of real estate in this cryl, I think it's more alway they will not be able to respec.	See Connect #21
				Reroute to 130	Think we need to move expand highway 130 to become the new i35 to resoute the internative around the city. The existing i35 right of way should be returned to an urban boulevard serving the citizens of the city.	See comment #3
1141	Eric Lindley	1/31/2023	MyCapEx Website -	Regional Connectivity	A rail system linking San Artonio, Austin, and Mouston is greatly needed. So much so that I would be willing to spand the same amount of money in gas to ride this train as it would for me to drive to either	See comment #1
			Comment Form		city. This system would protect the environment, limit traffic congestion, and increase the Texas economy.	
1142	Eric Marcella	2/7/2023	Email	General support	Due Chairma Baggier Commissioners. This is not for recipioning facilit 1.55 frough Audit in our of the most congested nodes speepers in the State of Fees. As it is insurance, and collect modes yet of the control of the surance of t	See Commert #8
1143	Eric Matthies			Public Transit /	Mobility/S Program Manager Tommy Abrego. Experienting the 35-sit create further divides in our community that we can't afford. We don't need more roadway, we need more public transportation and support for padestrian modes of transit such as bicycles and saishing. It has been proven	See Comment #13
				Multimodal Transportation	over and again That adding more lainnes simply invites more traffic. More traffic equals more pollution, more congistion, more accidents. Exic Mutthias	
				Recial Justice	Our orly is already suggespaced by this reaches, seleming it only furthers that disturbing brend of pushing under-expresented communities further away from core oily resources, and from being a part of our owned under our	See Comment #3
1144	Eric Pinzur			Do not widen/no build	Social(\$5 Program Manager Timory bregs). This is resident of least Audios and I storage oppose the expension plan of intensions 35 through objective Audio.	See Comment 45
				Air Quality/Noise	The expansion plan will increase traffic through the city, creating more noise and pollution.	See Connect #34
				Bike/ped safety Do not widen/no build	Also it will make accessing downtown from the east side more difficult when walking or biving. The walk ability and bivia access to the city is most important to me. We hold Tubbol,	See Comment #30 See Comment #3
1145	Eric Pruett				As a sedient of the OPP or any through public in Legislation properties of the Complete of the APP or any through public in Legislation properties of the Complete of the APP or any through public in Legislation properties of the Complete of the APP or any Complete of the Complete of th	
				Community Alternatives	participate with the local communities in Austin (Reconnect Austin, Rethink35) to bring those options to a full economic companio	See Comment #4
1146	Eric Rauser	2/23/2023	Email	Do not widery/no build	No ECOT FLOCT. We restor stands and believe of self-con 155, not expend them. This feeway cost through our growing disentions, as west that generates income for recidents of Austra as well as the the CNy and State government. Expending it to include nove illness as an environment of integral and incompleted shading. Our flowers are successful and incompleted shading.	See Comment #5
1147	Eric Rauser	3/7/2023	Email	Do not widen/no build	In Incid TLOCIC Commonly delimination to the expension of 150 generate new development and business, which in turn brings revenue to date and local government. Expending (155 to allow revenued traffic through Texas to other acids is not only informiglied on an execution of brings. Or 13-TEXANS Can Provide the Provide Texas St. (155 TEXANS) Can Provi	See Commert 4'S
1148	Eric Roberts	3/1/2023	Email	Do not wider/no build	Monthigh Strogum Manager Tommy Adrego. Antighney opportunion like the planned 20 Lane expension for 135 would be a huge, expension mistake for the City of Auditin, It's well being, and future. Please reconsider your plan and explore alternate methods for this highway expension. Don't	San Comment #5
					give our discondants 50 years down the line an even bigger handsiche to daaf with. Eric Roberts	
1149	Eric Roe	1/11/2023	MyCapEx Website - Comment Form	Reroute to 130	REPOLITE non-local traffic around Assin instead of through it. We do not need an intensite highway going through our chy's heart. Non-local traffic should instead use ensuing highways such as \$5.500 (like 1.55 does in at least 24 other Texas Orlea).	Se coment #3
1150	Eric Rojas			Do not widen/no build	MobilityS Program Manager Tomay Alongs. Law a resolved of the Austin area and Loppose the highway expension project. It wasn't approved by the voters, it will cause unneeded delays in future commutes,	See Comment #5
				Public Transit / Multimodal Transportation	and building more highways will not solve the long-term traffic issues with Audin which could be solved with more high-quality transit as proven in many cries across the entire world. Ent Rojas	See Comment #13
1151	Eric Rojas		VOH	Do not wider/no build	Tab not the how the citizens of Austin or of the Austin area did not give accent to the 135 project. Takes do not support an expension of the highway without considering more options. I do not want to drive on a new Kally Preveny in the middle of Austin.	See Connect 45
				Latent/Induced Demand	Induced Demand will always come and I think that local public transportation plans could be considered to fine up space and congestion on the highway.	See Comment #18
ID	Commenter Name		Source	Topic	Conniet	Responses
1152	Eric Ryan Pace	3/7/2023	Email	Air Quality/Climate Change	Earld Opp, Plasse record that attained and policy common regulated gets OEC. The Thanks, Ear. Plass Evaluate NCC, PMC25, and PMC0 in the Air Quality Analysis as the analysis of CO sinner in DES Appends P does not provide an accurate representation of the air guilulation residents are exposed to: Conduct a larger-term generations analysis beyond the construction period in DES Appends Y.	Sac Commer # 25

1153	Eric Vormeliter			Do not widen/ho build	As explained of the Significant angle formed and activation of the significant angle of the sign	Sea Connect 45
				Climate Change	to project resuld encourage the use of a single-conspany wholes, promote when spread, and finishe purgues toward reaching gash of the Audio Climate and Equity Plans, a plan that extently attempts to last into consideration all the changes are contained to make to threating climate that gas and climate indiges.	See Comment #51
1154	Eric Zuniga	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Please make this a really. We need fees to be a beader in mass branch to help our economy prosper, treaspen the community which shall see can remove from the highways with a rail system, opening up each for moving commence grows and build.	Secondment #1
1155	Ericka Laborde	3/7/2023	Email	Public Transit / Multimodal Transportation	No ToCOT TOCOT. This Sees studied that expanding highways does not solve conventation issues. Investing money in public trainst, bitle lanes, and side walls in the way to go with our greeting day, the need Austin to stay well and expansion 135 is not the way.	See Comment #13
1156	Erik Landry	2/14/2023	MyCapEx Website - Comment Form	Do not widen/no build	Please don't equal 155 north if 45h street because that would destray a cultural gen of Audin called Year Clana Tea House. It's cented by a Chinese American family and it brings jumple from all over Audin and the world together and immerse by.	See Comment of S
1157	Erik Sanden	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	New level in San Address since 2092. I frequently work in Austin and that commade gets harder every year. I have longed for a rail correction and am confinually disappointed when table of an RI-SATX long pic settinguished. I have nearly died on this commade telor. A real time would be safer and cooled have written a novel in all that time worked fighting sufficient collection on 135 in San Mercos.	Se connect 41
1158	Erik Schmall	forms	* VOH	Do not wider/no build	As a homeowner in Audin, Texas I do not support further expansion of 135 in downtown Audin. I would support a study based on evidence from other crises globally on practical ways to make Texas crises isso congested with automobile surfic.	Sea Comment 45
				Reroute to 130	Local traffic downtown should have priority while through traffic should be routed to 183 to alleviate congestion.	See correnat #3
				Public Transit / Multimodal Transportation	Absentive modes of transportation like rail and rapid true systems should also be given priority in spending to further reduce highway traffic.	See Comment #13
				Latent/Induced Demand	It is simply fact that adding lanes does not relieve traffic in the long term and you can point to Kety. Tx or any other cities that have since tried. Let's not wise our tax money please and thank you for reading.	See Comment #18
1159	Erik Schmall			Do not widen/no build	Models as in Representation from the Control of the	Se Connect 45
				Reroute to 130	I do support routing through triaffic around downtown and making downtown a local exit only corridor. Additionally, more work needs to go in creating car alternative and ride trips trips to downtown.	See Correlatt #3
1160	Erik Wittstadt	\$00,000	MyCapEx Website - Comment Form	Do not wider/no build	lant opposed to that 125 expension in Audit. As a public hashed addressed of Driversity of Teas in Audit, I flow learned about the deprimental impacts on health that this expension will cause. Please Teas, reside the right decision for the health of Audit residents (Expending 125 is the verag decision.	Sea Contenent #5
				Recial justice	For example, this highway will continue to segregate east and west Austin, create noise and pollution that will negatively impact residents' health, and its use will be limited to those that can afford a car.	Sax Correst #3
				Public Transit / Multimodal Transportation	As a city, we need to start thinking about the long-term, suntainable future. This means investing heavily in public transportation for our residents, imagine if we spent \$500 million on tike infrastructure above? Let's expent bus and tike lanes and make sure everyone can get around without a vehicle. The new matro system is a MUST and will increase health equity by altowing access to care.	See Comment #13
				Haragorianon		
1161					Dear Chairman Busst and Commissioners:	See Comment #8
1101	Erika Adams	2/8/2023	Email	General support	Count Counters high gas of Commissioners. And Counters high gas of Commissioners. And Counters high gas of Commissioners. And Counters high gas of Commissioners. And Counters high gas of Commissioners. And Counters high gas of Counters	To Convent 65
1162	Erika Adams Erika Albright	3/7/2023	Email Email	General support Community alternatives	some to transmission that control and the desirability of the control plant of the control pl	See Consensed A4
				General support Community alternatives Community Alternatives	actors to transform the circuit already of infrastructure into a souther by this office disconnection the separation of the sea experiencing in our great State. Accordingly, it is writing body to express my complete support for the 155 Capital Supress Central deeps as proposed by 10001. This you for your consideration of this request.	
1162	Erika Alibright	3/7/2023	Email	Community alternatives Community Atternatives	sich as to securing the control prices for th	Time Construent # 4
1162	Erika Albright Erika Haren	3/7/2023	Email Email	Community alternatives Community Atternatives	some is transferred that distribution date of an extension between the second of the s	Time Construent # 4
1162	Erika Albright Erika Haren	3/7/2023	Email Email	Community alternatives Community Alternatives Wildow	sich as to securing the control prices for th	See Consequel 44 See Consequel 44 See Consequel 45
1162	Erika Albright Erika Flavon Erika Flavon	3/7/2023	Email Email	Community alternatives Community Atternatives Wildrine Sound Balls	some is to section of the first of each of described with of the control price for the section of the section o	See Convent #4 See Convent #6
1162	Erika Albright Erika Flavon Erika Flavon	3/7/2023	Email Email	Continuently afternatives Continuently Afternatives Williabore Williabore Do not widen, the build	school to Secure to the control which of electronic developed in the control of t	See Contract #4 See Contract #9 See Contract #9 See Contract #9 See Contract #9
1163	Enha Albright Enha Farren Enha Levack	3/7/2023	Email Email	Community Alternatives Community Alternatives Outmounty Alternatives Willakies Second Walls On not widen/no build Publish Treast/ Alternation	sich as to securing class and supplied about of exhaust described in the company of the company	See Connect 44 See Connect 49 See Connect 49 See Connect 45 See Connect 45 See Connect 45
1163	Enha Albright Enha Farren Enha Levack	3/7/2023	Email Email	Customarity alternatives Community Alternatives Community Alternatives Willabore Second Walls On our existences build Public Traval / Multimodal Transportation General Support	section is to section of the first of section of section of the companion	See Connect 44 See Connect 45
1163 1163 1164	Erika Albright Erika Haran 3/7/2023	Email finat MyCapfic Walsotte Curroware Form My My My My My My My My My M	Community afternations Community Afternations Community Afternations Wildring Sound Walls Do not existen, his build Public Ternal / Multimodal Ternal Sound Community Sound Community Sound Sound	school to Secure Control and C	See Consensed #4 See Consensed #4 See Consensed #6 See Consense	
1160 1160 1164 1166	Erika Albright Grika Flanson Grika Flanson Grika Lewick Grin Brantonayae Grin Martenayae Chin Martenayae	3/1/2023 3/1/2023	Ernall final MyCopfic Walsoln Commert Form Optional Community alternatives Community Alternatives Community Alternatives Wildows Sound Walls Date to exist, visit build Public Treats / Michiganda Treatsportation General Support Bayerses, resistential displacement Regional Communitarity	section is to section of the control and and of electronic devices to a control plane to the	See Connect #4 See Connect #4	

1170	Erin Tassoulas	2/7/2023	MyCapEx Website - Comment Form	Caps/Deck Plazas	If it is in one of the neighborhoods neet to this 55. The expansion will sipp out one of our streets, we appreciate the fact that the upper dock will go and sink the basis of the highway. We do request that the highway is will be engineed to suskind in opas throughorh the certral of by whether highway is susk or closed off from the value due by available before that feet very expressors to will and certainly to bits over. A cap or deck is what the contract of the processor of the contract of the processor of the contract of the contract of the processor of the contract of the contrac	See Comment #42
					Then more of the seglectrocks seed to 15%. The expenses certainty are used and are of and or these, we approximate to seed the thing seed on the built of the seglectric days are presented by the seed of the second	
1171	Erin Tassoulas	2/15/2023	MyCapEx Website - Comment Form	Caps/Deck Plazas	I live in Charrywood Neighbourhood. The east west division wit be greatly impacted in a positive way to have a cop placed along the stretch from Manor to Willshire Bird. the new expansion will be trice the area served by 155. A cop will reduce sound and encourage walking and biking to work, school and the businesses on either side will be better served.	See Comment #42
			Comment Form		area served by 135. A cap will reduce sound and encourage walking and biting to work, school and the businesses on either side will be better served.	
ID.	Commenter Name	Date Received	Source	Topic	Commet	Rescones
					Na trade and an analysis of the state of the	To Connect S
					The administracy concern. If we have the compared to the process of the second wide. Please, we add you: - angine and the bill the surview higher you support fours caps throughout the north central area. - or not enter highers, which such convent (orgit or angel) - or not enter highers, which can't perfect of the second or averaged or the second or averaged or the second or averaged	Jan Delitaria S.
					- Buyerine and Data the activities regiming of displays classified on using an originate and the second of the sec	
					- insentity through traine to lake 130. Thank you, Entit Time 100 to 100	
				Do not widen/no build		
1172						
1172	Erin Tassoutas	506,0444				
				East/West Connectivity	phase add more east west crossings at street level and here pediatrian and bicycle crossings at each location we do not need a wider highway, the traffic will drop significantly in the future, especially if we have more east west crossings and as a lustin densifys to have what the future will look like, more pediatrian plas traffic.	See Comment #20
					have more east west crossings and as Austin densifys to have what the future will look like, more pedistrian/bike traffic.	
				Business/residential displacement	Our neighborhood is slated by the current proposal by TXDxt to remove businesses that have been in the area for many years.	See Comment #21
						The Comment of State
					Manipul Program Manager Termony Recognition (1997) and the Company Termony Recognition (1997) and the Company Termony Recognition (1997) and the Company Termony Recognition (1997) and the Recognition (1997) and	See Description
					we wron't min research and expenses use or any research profile on the second research and expenses and expenses or the number of the second research and expenses or the number of the second research and the second research and the second research research and the second research research and the second research rese	
				Do not widen/no build	1. Intervent to containly pulsops with make design fact, the containing of the containing fact of the containing f	
					The enisting highway infestivacture has displaced so many of the people who have given this city its rich culture already, a problem that is only griding worse with the egingiously high cost of living that is driving born-and-raised Austinities out of their own only. It has been reported that the 1-35 expension could destroy a 70-unit affordable housing complex," and Austinities out of	
1173	Erin Yanota	1			he entired is prime or formation that the single-sized arrange of the propriet with how given this or just of the minute already, a protein min but only garing even with the appropriate) high cost of froing that is chrising from each result Australian out of the same one; it has been described in the 14-35 Separation and defends a provide or minute or many that the same of the size of the same of the third that is considerable to all the size of the same of the size of the same or	
		1		Recial Justice	And, of course, the disgusting function of the existing highway to segregate the city's wealthy, white population from its poorer populations of color will only become more efficient with the expension.	Suo Commant #3
		1		Bike/ped safety	There is no series of community that you get in other large but more densely populated chies, bacacae it's impossible to walk anywhere and actually meet your neighbors; everything is a highway or treated as such by drivers, which also makes walking, cycling, sec. incredibly designous	See Comment #30
					such by drivers, which also makes walking, cycling, etc. incredibly dangerous	
	for the					See Comment #5
1174	csau Herrera			Do not widen/no build	Mobility35 Program Manager Tommy Abregio, Widening highways has been proved to not fix traffic as people trainsit the newly expanded highways more and causes them to reach a chakehold.	Date Contractive 4.2
				Public Transit / Multimodal Transportation	Expanding public transport infrastructure helps decrease numbers of drivers and decrease the amount of money tax payers spend on projects that do not fix transit problems.	See Comment #13
1175	Ethan Anderson			Do not widen/no build	MobilitySS Program Manager Tommy Abrego, I oppose the dSS expansion, and it is a terrible plan for our community.	Sec Comment #5
					1 oppose one US expension, and it, is at serious plan for our dominishity.	
				Latent/Induced Demand	The plan ignores induced Demand, and encourages more cars do drive straight through the city which will utilisately increase traffic.	See Comment #15
				Reroute to 130	Europport alternative plans to reduce traffic, Ne designating \$4.130 as an interstate and using (35 as a less trafficied option through town.	See comment #3
					Mobilit/35 Program Manualer Tommy Atreas.	See Comment #20
					NOCONESSO TROUBEN MATERIAN LOTTING ACTIONS. HAILO,	DAN LOTTERET # 2U
					I am a resident of Judin and a public employee within Travic County working in public safety. These purples are sendent of Judin and a public employee within Travic County working in public safety. These purples are sendent of Judin and a public employee within Travic County working in public safety. These purples are sendent of Judin and a public employee within Travic County working in public safety, these purples are sendent of Judin and a public employee within a public employee. The public employee are sendent of Judin and a public employee within a public employee. The public employee within a public employee within a public employee within a public employee. The public employee within a public employee within a public employee within a public employee. The public employee within a public employee within a public employee within a public employee. The public employee within a public employee within a public employee within a public employee. The public employee within a public employee within a public employee within a public employee within a public employee. The public employee within a public employee within a public employee within a public employee. The public employee within a public employee within a public employee within a public employee within a public employee. The public employee within a public employee within a public employee within a public employee. The public employee within a public employee within a public employee within a public employee within a public employee. The public employee within a	
					Auditin will not achieve thiste goals, but will instead make it more officult for people to freely travel, especially via increndation makes in a surface of the surface of	
				East/West Connectivity	barrier will only compound these effects, further alternating people based on racial and socio-economic lines. This expansion would be a horrific matable in terms of equity. Further, the ability for human and human-sized modes of transport (i.e. bisycles, sociolest rival) would for each ever greater trailing the safety and preservation of life in an already in and threatening environment.	
					Table. It was resident of Audio and a public employee within Track County working in public safety. Here, us to tilde on incol informations and social/economic developments and durage, and have a large informat in public engineering, expectably in agreeming the public safety of the public engineering expectably in agreeming the public safety of the public engineering expectably in agreeming the public safety of the public engineering expectably in agreeming the public safety of the public engineering expectably in agreeming the public safety of the public expectably expected and expected and e	
1176	Ethan Cummings					
				Latent/Induced Demand	The concept of Induced Demand is also a factor in this consideration. The availability of more space for motor vehicle is will cause further motor vehicle traffic to fill that space, eventually leading to similarly congested traffic conditions that are the current impetus for this expansion plan	See Comment # 28
				Reroute to 130	A sociable alternative to investigate in the divention of intenstate braffic to the suitable highway that already exists US\$1.83, and change what is currently 355 in the obj of Audin to a booleaned which supports opioidative, micro-entitive, and automobile braffic. The sex coded all to a need for commercial whiches to brainpring posts into the object, but this is achievable with the designation of a business remarkate. Local business would be appeated upon the bookers, but of predictives also give a fine of the contract sould be on the object and the inhabitors. The support of the support of the predictives of the contract of the contract of the contract sould be the object of the inhabitors.	See comment #3
					intenstate. Local business would be expended along the boulevards, along with housing and green spaces, all of which create enormous value for the city and her inhabitants.	
1177	Ethan Martinez	1/31/2023	MyCapEx Website -	Regional Connectivity	believe that Yeas needs to include a better public transportation project into its works. I believe high speed rail system would benefit the Yeas population by providing a much needed commuting service and needs to be favored over the use of care.	See commant #1
		1	Comment Form		wind needed to die insvireto over tins uses of Calris.	
1178	Ethan Meyers	3/7/2023	Email	Do not widen/no build	Mobility35 Program Munager Tommy Atrego,	See Comment #5
	,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			Mobility35 Program Manager Tommy Abrogo, This jake will not relieve congestion and is a weatle of funds Enter Movers Enter Movers Enter Movers	
			1		her Chames begg and Commissione: All this year of recognition is the Strong America of	See Comment #8
					action to transform this critical stretch of infrastructure intro a road-say that will accommodate the regist and immense growth was expended in page 120 pa	
1179	Eugene Raanes	2/10/2023	Email	General support	фу , , , оне ну вестроин опристо и на так порти вертии вертии вертии профиции об 1 MAVI. 1988 роб на учи Аналия (верти на 1984 роб на учи Аналия (верти на 1984 роб на 1994 р	
		1				
					Mr. Th.DOT Th.DOT, I have lived in Texas 22 years, and in Austin for more than 10 years, half of them downtown. I walk and bike most of the time, and I know the traits and streets like the palm of my hand. As it is, I disable crossing I-S5 by bike-not even walking, it's	See Connect #S
1180	Supposit Street	2/27/2023	Second	Do not widen/no build	a hombbe experience-scare, noise, unsafe, and dark at night. A wider 135 will only create a stronger divide between East Austin and downtown. I believe in Texas, and I love Austin. I think we can do much better in creating a better future for our city by connecting it and making it more people and community centric while at the same time finding better ways to improve traffic and transit. This is a once-in-a-lifetime opportunity, and the current plans being considered will turn us into	
1180	Eugenio De Hoyas	2/21/2023	Email	Lio not wiper/no build	No. 10 feet 20	
					Amount 5. Program Manage Temps, 1965 and 1965 an	See Comment #5
		1			In agreement, 1900 a pure to require the 20. Its overtimental to water and surrounding controllaries, it doesn't access the uppy, noisy, smally current highway by turning it into a pedestrian focused beautiful street.	
		1		Do not widen/no build	1.Aud's is paint creations morne processmen thain it softwee -it wealtheis best dollars while destroying the health and safety of beingly incl. The paid property bases for 404 years and have not owned a car for the last, 10 years. Please listen to the needs of those who don't drive. Eva Espazza	
1181	Eva Esparza	1				
	_ve uspel28	1		Reroute to 130	Move truck and through traffic around the city via H130 to reduce deaths, increase safety and improve traffic flow	See comment #3
				Public Transit / Multimodal	add a passenger train to IH35 to meet commuters' and travelers' needs with easy future expansion by adding cars to existing trains	See Comment #15
		1		Transportation	and a parameter and the second	
1182	Eva Singer				Manifest Program Manager Emmy shares. It are resident of Austri, Estand in Insulin her of Dymess I (1970SE 100Th gains for 135 and 10990SE expension. 25 years of connection for jots a few years of composion radir is ANOT with it. Early select to Estandard Injunction for years and composition radir is ANOT when the Land residents in the program of the Section of	See Comment #5
					20 years of construction for jost a few years of congestion relief is NOT worth. It i don't wast to use an internate highway for my jocal trips. Expect 1007, I spain City Council, and other representatives to stand up for me and many otherwise how wast to tile in a beautiful city, not one overant by highways.	
				Do not widen/no build		
				and the same		
				Latent/Induced Demand	ThDOT's process in this project is flawed: It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of fneway removals, and its faultic modeling is flawed.	See Comment #18
				Reroute to 130	I am FOR redesignating another highway such als SH-130 as an intendible, a boulevaint going through town, and improving the public transit system.	See comment #3
	1	1	1			

1	1	1		Air Quality/Noise	Highway expansions DDNT work. They worsen congestion (six we saw with the Kath Preevey), sir noise and water pollution, salety, and transportation options beyond driving.	See Comment #34
				Do not widen/no build		See Comment 65
			MyCapEx Website - Comment Form	Do not widen/no build	Neito, The Audit nesident in 29° 78744 in a home about a 10-min drive from I-35. I oppose any further expension of I-35 including TXDOT's current plan to add more lanes to the interstate in the downtown corridor. My 8-mi morning commute on I-35 including TXDOT's current plan to add more lanes to the interstate in the downtown corridor. My 8-mi morning commute on I-35	See Comment 45
					Note, The Audit Teach of the Section	
			-	Latent/Induced Demand	TDDOT has ignored or underestimated the negative impacts an expanded F35 would have, including increased traffic demand (Induced Demand) leading to more congestion	Saw Correspont #185
			-	Air Quality/Noise	and increased polistion in growing neioderful areas on both sides of the interestate.	Sau Comment #34
1183	Evan			Reroute to 130	Instance, DDOT should consider alternative plans to reduce congestion, such as improving and incentivizing non-local traffic toward the SH-130 loop around Austin,	See content #3
				Reroute to 130	Indead, TDDOT should consider alternative plans to reduce congestion, such as improving and incentivizing non-local traffic toward the SH-130 loop around Austin,	
					acting more transit options to revices local vehicle traffic (picch as light on in parallel to the intensities and this paths separated from the intensities, and prioritizing people over class by adding more green option intensities (many fair to the control of times of ti	See Comment #30
				Bike/ped safety	Thank you, Evan Johnston	
			Ī	Bury/tunnel	I do approve of the idea to bury and cap I-35 in the destrown corridor, but not to expand laines.	See Comment #25
1184	Evan Baker			Do not widen/no build	Mobility.55 Program Manager Tommy Abrego, I am a resident of central Assets and I strongly oppose the current DIDOT plans to expand 155. These current plans are reminiscent of the 1950s and do no address the problems the Austin is facing with our congestion It's assistine to have a	See Comment #5
					massive motorwsy blasting through a city's downtown.	
					CWIT DIRECT	
			-	Latent/Induced Demand	I am against expanded 195, it ignores induced Demand, and the issues of air quality in the city	See Comment #15
			F	Public Transit / Multimodal	Support public transit orientated options and support the redesign of a state highway as an internatate.	See Contrast #13
				Transportation		
ID.	Commenter Name	Date Received	Source	Topic	Comment	Secones
1185	From Inhestree				Mobility35 Program Manager Tommy Abrego,	See Comment 45
				Do not widen/no build	The set Audit in resident in 29° 1874 41 in a home about a 10 min down from 1-35. Coppose any further repairs and if 35 including TBOD's current plan to add more liseas to the interstation in the downtown counties. My 8 mil morring commute on 1-35 already plans move than 25 minutes on a register day and about 24 minutes during the 14 minutes. If then is many flower in the disease to 155, and in a time closure or revicts. This concernment terms easily should. 100 approved if the idea to bury and counties the 155 minutes of 155	
					Cap 5.50 in the downtown comport, our not to experie tanks, inspect NADU1, the Litty or Assert Council, and my cone saute representatives to issue to my concerns. Thank you, Evan Johnston Evan Johnston	
			ŀ	Latent/Induced Demand	TDOT has ignored or underestimated the negative impacts an expanded 1-35 would have, including increased traffic demand (Induced Demand) leading to more congestion and increased pollution in growing residential areas on tools side of the intensital	See Commant #18
			}	Reroute to 130	TXDOT should consider alternative plans to reduce congestion, such as improving and incertifuling non-local traffic toward the SH-130 loop around Austin, adding more transit options to reduce local vehicle	See comment #3
					TADD should consider alternative plans to reduce conspiction, such as improving and incentivating con-local traffic based the 5th 130 loop around Audit, udding more transit options to reduce local whole staffs; pure a light cert in parallel that in interestate and take paths separated from the interestate, and printrating people over can by adding more given space instead of lanes justice through a languard (space) 515 or a produced model).	
1186		1/12/2023	Sec. 1	General support	Our Channel Bug and Commissioners Thank you for recipiting (bit 135 trings) had in a set of the mail congested reading supports in the State of Team. As this surround unliked reading is desired to the Other State of Team. As this surround unliked reading is desired to the Other State of Team. As this surround unliked or another to the Other State of Team. As this surround unliked	See Comment #8
1186	Evan Morris	1/12/2023	Email	General support	called the Main Street of Texas, all Texams should call for bods and decisive action to transform this critical streets of including segments in the State of Texas, all this servicially outside readway is often called the Main Street of Texas, all Texams should call for bods and decisive action to transform this critical streets of indistricture into a readway that will accommodate the rapid and immanse growth we are experiencing in our great State.	
					request.	
					In Toda's Color. In the Color	
1187	Evann Ogburn			Do not widen/no build	Mr 1500/1150/15, The currently writing this letter on Vacation in Europe, and while I've been here it's been so easy to safely walk and access the city. Something I wish! could get in my home city and country, I do not enjoy being in a car all the time. In fact walking	See Comment #5
					makes it easier for me to the a headther life syste as I work from home. I strongly oppose the expension of 1-55. If we were to expend, it would just further polluta the city and have even wone traffic.	
					Even Ogburn	
					Please consider using this money to develop a better and quicker transit system or walkable pattle where I won't fear getting hit by a car.	See Comment #13
				Public Transit / Multimodal		Jan Contract #13
				Public Transit / Multimodal Transportation		And Controlled And
1188	Eve Cheru		VOH	Public Transit / Multimodal Transportation General Support	While I halds the fact that this experhighway has to cut through town. I agree that told atternative 3 is the preferred core.	Sa Connect 8
1188	Eve Chenu		VOH	Transportation	While I halds the fact that this experhighway has to cut through town. I agree that told atternative 3 is the preferred core.	
1188	Eve Chenu		VOH	Transportation General Support		Sea Comment 85
1188	Eve Chenu		VOH	Transportation General Support	While I have the fact that this scientification that is not through bear. I agree that sold advantable 3 is the preferred one. I am this proposed that the stops and attitude are not included and that this roll, is expected to july 10 for them. I am all bearing controls of the basis to the for the foreign the proper factors, along any 10 for them.	Sea Comment 85
1188	Eve Chenu		VOH	Transportation General Support	While I have the fact that this scientification that is not through bear. I agree that sold advantable 3 is the preferred one. I am this proposed that the stops and attitude are not included and that this roll, is expected to july 10 for them. I am all bearing controls of the basis to the for the foreign the proper factors, along any 10 for them.	Tion Communit 612
1188	Eve Cheins		VOH	Transportation General Support	This is has the fact that this appendiquely has to cot though their. I again that bail detension 3 is the preferred ann. I are disappeared that the upps and still obtain a not still o	Tion Communit 68 Tion Communit 642
1188	Eve Cheru		VOH	Transportation General Support	This is has the fact that this appendiquely has to cot though their. I again that bail detension 3 is the preferred ann. I are disappeared that the upps and still obtain a not still o	Tion Communit 612
1188	Eve Chenu		VOH	Transportation General Support	This is has the fact that this appendiquely has to cot though their. I again that bail detension 3 is the preferred ann. I are disappeared that the upps and still obtain a not still o	Tion Communit 612
1188	Eve Chanu		VOH	Transportation General Support	This is has the fact that this appendiquely has to cot though their. I again that bail detension 3 is the preferred ann. I are disappeared that the upps and still obtain a not still o	Tion Connected 8. Tion Connected 4.2
	Eve Cheru			Transportation General Support Copy Decc Plazas	this is has the last that the supering design has to continue the second of the last year of the last and administer 3 is the preferred one. Jam disappeared to do the uppear of strikes are not enclosed and that the kiny is executed to pay for from. I must having contribing that the last a supering that the last design and the last and the	Tion Connected 8. Tion Connected 4.2
1188	Eve Chemu Eve Harnis	3/7/2023	VOH	Transportation General Support	The instance of the Character of the Security	Tion Connected 8. Tion Connected 4.2
	Eve Chemu Eve Horwitz	3/7/2023		Transportation General Support Copy Decc Plazas	This is has the fact that this superinglewy has to cot though team; I agent that back advantages 3 is the professer dow. Jan disappointed that the upper of strikes have not enclosed and that the risp is executed to pay for flows. I should have been applicated that the upper of the country	Tion Communit 63 Tion Communit 642
	Eve Cheria Eve Horeiz	3/7/2023		Transportation General Support Copy Decc Plazas	The instance of the Character of the Security	Tion Communit 63 Tion Communit 642
	Swi Chenu Swi Chenu Swi Chenu	3/7/2023		Transportation General Support Copy Decc Plazas	This is has the fact that this superinglewy has to cot though team; I agent that back advantages 3 is the professer dow. Jan disappointed that the upper of strikes have not enclosed and that the risp is executed to pay for flows. I should have been applicated that the upper of the country	Tion Communit 63 Tion Communit 642
	Ess Chemu Ess Chemu	\$/7/2023		Transportation General Support Copy Decc Plazas	This is has the fact that this superinglewy has to cot though team; I agent that back advantages 3 is the professer dow. Jan disappointed that the upper of strikes have not enclosed and that the risp is executed to pay for flows. I should have been applicated that the upper of the country	Tion Communit 63 Tion Communit 642
	Eve Chans Eve Chans Eve Chanse	3/1/2023		Transportation General Support Copy Decc Plazas	This is has the fact that this superinglewy has to cot though team; I agent that back advantages 3 is the professer dow. Jan disappointed that the upper of strikes have not enclosed and that the risp is executed to pay for flows. I should have been applicated that the upper of the country	Tion Communit 63 Tion Communit 642
	Eve Chanu Eve Chanu	3/7/2023		Transportation General Support Copy Decc Plazas	This is has the fact that this superinglewy has to cot though team; I agent that back advantages 3 is the professer dow. Jan disappointed that the upper of strikes have not enclosed and that the risp is executed to pay for flows. I should have been applicated that the upper of the country	Tion Communit 63 Tion Communit 642
	Eve Harvatz	3/7/2023		Transportation General Support Copy Decc Plazas	This is has the fact that this supering few has to coll though team. I agree that had absurated 3 is the preferred one. The an also income that the supering distributes are not included and that the size is expected to large for them. I send shading exercising the size is the fact from purple of the size Tion Communit 63 Tion Communit 642	
1189	Eve Chans Eve Chans Eve Provide		Enal	Transportation General Support Copys/Geo/Prissas Do not widen, no build	This is has the fact that this superinglewy has to cot though team; I agent that back advantages 3 is the professer dow. Jan disappointed that the upper of strikes have not enclosed and that the risp is executed to pay for flows. I should have been applicated that the upper of the country	Tion Communit 63 Tion Communit 642
1199	Est Noveld See See Russel		Ernal Ernal	Threesportation General Support Capes Class Pleases Do not widen/no build Do not widen/no build	This is has the fact that this superingly way has to continue the second of the continue to th	Tion Communit 63 Tion Communit 642
1189	Eve Harvatz		Enal	Transportation General Support Copys/Geo/Prissas Do not widen, no build	This is has the fact that this supering few has to coll though team. I agree that had absurated 3 is the preferred one. The an also income that the supering distributes are not included and that the size is expected to large for them. I send shading exercising the size is the fact from purple of the size Ties Comment #5 Ties Comment #5 Ties Comment #5	
1199	Est Noveld See See Russel		Ernal Ernal	Threesportation General Support Capes Class Pleases Do not widen/no build Do not widen/no build	While I has the fact that this supering design has to cot though tear. I agent that bad advanced in 2 in the professor on. Jan independent that the upper of strikes are not enclosed and that the risp is executed to pay for these. Lead the professor of the pro	Ties Comment #5 Ties Comment #5 Ties Comment #5
1199	Est Noveld See See Russel		Ernal Ernal	Characteristics Characteristics Capa, Occo Pissass Do not widen/no build Do not widen/no build Are Quelly/home	This is has the fact that this superingly way has to continue the second of the continue to th	Ties Comment #5 Ties Comment #5 Ties Comment #5
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1189	Eve Hannito Fee Museult Error Varnetos		Ernal Ernal	Transportation Ceary Docs Plazase Ceary Docs Plazase Do not eviden/no build Do not eviden/no build Are Questy flazase Do not eviden/no build Are Questy flazase Do not eviden/no build Are Questy flazase Do not eviden/no build	Miles Table the fact that this sepandinghow has to cit through them. I agree that basid advancables 3 is the professor and a completed to the test pay and stables are not excluded and first this type severally to get them. I see a fewer and expendent that the upper and stables are not excluded and first this type severally as the professor. I see a resolute in the filters of the several to the segment of 1.35. Any finality in 1000°T professor get the season to the first professor. I are a resolute in the filters (bottom and air to segment of the season to the segment of 1.35. Any finality in 1000°T professor get the season to the season to the segment of 1.35. Any finality in 1000°T professor get the season to district the filters of the segment of 1.35. Any finality in 1000°T professor. It can be set to seminately get opportune the season to the season of the season of the season to	See Comment #5 See Comment #5 See Comment #5 See Comment #5 See Comment #5 See Comment #5 See Comment #5 See Comment #5 See Comment #5 See Comment #5
1189	Eve Hannito Fee Museult Error Varnetos		Ernal Ernal	The responsible of the property of the propert	The indicates the first that this segmenting the size of though their. I agree that basid administral 3 is the preferred one. For indicates the first that this segmenting the size on the first first segment of the s	Sea Comment #3 Sea Comment #5
1189	Eve Hannito Fee Museult Error Varnetos		Ernal Ernal	Transportation Ceary Docs Plazase Ceary Docs Plazase Do not eviden/no build Do not eviden/no build Are Questy flazase Do not eviden/no build Are Questy flazase Do not eviden/no build Are Questy flazase Do not eviden/no build	This is has the fact that this superingly show has to cit through team. I agree that has deliverable to gree for the control of the control o	Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45
1189	Eve Hannito Fee Museult Error Varnetos		Ernal Ernal	The responsible of the property of the propert	The individual facts the fact that this significancy was been to through twent. I agree that basid advantation 3 is the preferred area. For an disappearance that the sape and strickes are not decided and of the this yes executed to any for them. I street have greatly agreed to take the table for the form yes and the second of the seco	Sea Comment #3 Sea Comment #5
1189 1190 1191 1192	Gue Monatos Gras Variation Field Particular Rendound		Ernal Ernal	Characteristics Charac	This is has the fact that this superingly show has to cit through team. I agree that has deliverable to gree for the control of the control o	Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45
1189 1190 1191 1192	Gue Monatos Gras Variation Field Particular Rendound		Ernal Ernal	Characteristics Charac	The individual facts the fact that this significancy was been to through twent. I agree that basid advantation 3 is the preferred area. For an disappearance that the sape and strickes are not decided and of the this yes executed to any for them. I street have greatly agreed to take the table for the form yes and the second of the seco	Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45
1189 1190 1191 1192	Gue Monatos Gras Variation Field Particular Rendound		Ernal Ernal	Characteristics Charac	The individual facts the fact that this significancy was been to through twent. I agree that basid advantation 3 is the preferred area. For an disappearance that the sape and strickes are not decided and of the this yes executed to any for them. I street have greatly agreed to take the table for the form yes and the second of the seco	Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45
1189 1190 1191 1192	Gue Monatos Gras Variation Field Particular Rendound		Ernal Ernal	Characteristics Capa, Check Plasase Capa, Check Plasase Capa, Check Plasase Do not widen/no build Do not widen/no build Air Quality/fribina Do not widen/no build	This is has the fact that this signately grown past to cut through twent, I agree that basid advancables 3 is the professor one. I seem a financial stands the fact that this signately grown past to cut through twent, I agree that basid advancables 1 is the financial stands of the professor. I seem a financial stands are seemed as the signature of the signatur	Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45 Sea Comment 45

					In. Mean monine this email as an official concern short using Wilstrie as a pass brough to connect 4-bit street to size of, the religion front as small and filled with chibers, taken, people waking att. This would be a huge problem for our fitting interpretable to the street of the chibers for the chibers that the on-both makes and empires already both in this area. Convented beautics.	See Comment #9
					neighborhood. We already see people cutting through and speeding through on Wilslire which is very unsettling due to the children that live on both corners and everyone always outside in this area.	
1195	Fallon Gaskamp	3/7/2023	Email	Witshire	Thairky, Dull Concerned Resident,	
	Gaskamp					
1196		F 3/6/2023	Email	Do not widen/no build	MobilityS5 Program Mariagor Tommy Abrego,	See Comment #5
					halo, Passe don't expend CSS. Adding more lanes will not solve congestion problems long term, I live in East Audin and would prefer if 1x001 spent the money on public transportation projects so more residents can get around the city without cans. I appoint the SS separation and tops you will recornaide. Thank you. 14 you have the common and tops you will recornaide. Thank you.	
		i			Fan Zhang	
		1				
		i				
					Mr hadd hadt,	See comment #3
					Putting it as simply as I can, I think that expanding I-35 is a terrible idea. Item by item:	Jen Luttagit 92
					The description is a Special law or grade or one of chiese softer than a wise inflame year. In contrast, the contrast of the c	
					- Signage and online maps should be updated to reflect correct exit-to-stream combinations rather than 'very ambitious' options we have now. E.g. on northbound 1-55, if you take the Dean Keaton exit, you have to cut across all lanes of traffic advisors immediately no ambition of reflect part mediately no ambition of reflect part of the Dean Keaton exit. The defers that the desired is a second of the desired part of the des	
					It cisser vis signage and mapping changes that you need to get off at the prior exit to get to Dean Keaton.	
				Reroute to 130	On a writing so antagerrac coverts care with oring and orinter, and move track changes not write made there ago or oring write orinters, and move track changes not writing that writing th	
					It disnaterires the desire to expand +35 and at of the proposed goals of it as being, at best, naive, and at worst, half-balked and under-investigated. Everyone who would be directly affected by it (i.e. those of us on and immediately adjacent to the corridor) think it is a terrible idea that we wish would just due on the vine. Spend those collars somewhere more useful libs has the corridor of think it is a terrible idea that we wish would just due on the vine. Spend those collars somewhere more useful libs has the constraint of the contract of the con	
					Panele Gunton	
1197	Fannie Gunton					
				Business/residential displacement	The businesses and residences that are currently built abong the corridor do not need to be demot for the sake of a wider freeway. Needs no explanation. Similarly, the businesses and residences that are currently a block away do not deserve to sudderly be freeway-facing properties. You will instantly ruin countlies property values (prine included) in doing so.	See Comment #21
					Similarly, the businesses and residences that are currently a block away do not deserve to suddenly be freeway-facing properties. You will instantly ruin countless property values (mine included) in doing so.	
1			l	East/West Connectivity	Cutting into the corridor will only further separate the east and west sides of the city, no matter what means of connection you're trying to build between with larger east-west roadways and such.	Sax Comment # 20;
1			l			See Comment #20:
1		1		Caps/Deck Plazas	Capping the freeway and covering it with a greenspace sounds like a super embitious way to light taropleyr dollars on fine. Between TXDDT and CDA, we already have some of the worst highway and road systems of any major oily in the UC, with even worse signage. There is no way that this project would ever go as intended.	See Comment #42;
1			1			
1			1	Racial justice	Section 2, which the extension from the large group open property group of the first former commonly between one creates and we accord from the first former or former	See Contract #3
1			1		a meaningsu impact on our parease cristians. And for those who are stiff on the east side, all that's going to happen is that more read social or those and social that will just further skyrocket the overall cost of living in that part of town. Adding generacies and commenced on the comprehensive and commenced on the complexity do better for the forgetten ordinance of Austrian (forgetten 4. Austrian (forgetten	
1		1			factors that directly impact quality of life and cost of lising are the only ways to do that.	
					Assail 25 Argument behavior. Transport behavior from protecting. In the protection of the protection	See Comment #S
					nees a revenue or about sources affect is south Austra and Ecomptishing oppose InDOTs garant for 1-52 and I DPPOSE department, of on the believe TDOT opposing the highway will be beneficial to mile or any other Austra in exidents and will only create more sortific and congestion in a city that afference has amount. There is no remembrate without an excess the country where a present once in the case to long term benefit and 10 years or construction for construction for	
1198	Fardin Salam	3/6/2023	Email	Do not widen/No Build	only a find randout of completion relateful will not lead to employing beneficial for Austin. I would like to travel through Austin without the stress of having to go through an intentate highway, I expect ToDOT, Austin City Courtil, and other representatives to stand up for may, a resident of Austin and someone who wants to see an intention and expect of the courting of the cour	
					Thank you, Fardin Salam Fardin Salam	
ID	Commenter Name	Date Received	Source	Topic	Comment	Responses
				Community Alternatives	I would much rather TXXXI consider ReThinASS x proposal and consider public transit options in Austin which will lead to a cleaner, harder, has consented city.	See Comment #4
1199	Felicity Maxwell			Do not widen/no build		See Comment # 5
1199	Pelicity Maxwell			Do not widen/no build	MobilityS Program Manager Tommy Abregis. As a long time Justin existent., 100905 fb001s plans for 135 and 1 009056 expansion. I clinic value to use interestable lightway for my local trips. I clinic value to use in interestable lightway for my local trips.	See Comment #5
					Edon't want to use an internation inglineary for my local trips. If think we should use another behings upon a 54-51-50 use in international forms of the state	
					Felicity Manvell	
				Air Quality/Noise	Highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving, 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #34
					a few years of congestion relief is NOT worth it.	
				Latent/Induced Demand	TxDOT's process in this project is flaved. It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flaved.	See Comment # 28
					Dark 15 Capital Express Central. Dark 15 Capital Express Central. Dark Commission State and one floated district control Expression State and one floated district. And of Central Expression State and one floated district. And of Central Expression State and one floated district. And of Central Expression State and one floated district. And of Central Expression State Expressi	See Comment #4
					Rix: 155 Capital Express Central, Drift Environmental Impact Statement Dear Governor Abbott and other Education Glossias, FIOOT Commissioners, Staff, and Consultants,	
					Thanky you for the opportunity to comment on the proposed 155 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful atternatives in the EIS process, including the study done by	
					I think that the process to decide not to maningfully consider these visible alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the manifest assessment in order to accuse the contract of the	
					injustic resource are design resources of excess of exce	
					Reconnect Austin propositis, including various levels of declede officials asking TADOT to seniously consider meaningful attendance. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing RelThink35 and Reconnect Austin in the ESI and TROOT falled to provide any reasonable appresent for entry in the full and TroOT falled to provide any reasonable appresent for entry in the full and TroOT falled to provide any reasonable appresent for entry in the full and TroOT falled to provide any reasonable appresent for entry in the full and TroOT falled to provide any reasonable appresent for entry in the full and TroOT fall fall to provide any reasonable appresent for the full fall fall fall fall fall fall fall	
					Please run the rigorous analysis found throughout thousands of pages of ESG on the RelThinkSS and Reconnect Austin professional professional throughout thousands of pages of ESG on the RelThinkSS and Reconnect Austin professional professional throughout the control and a control professional throughout the control professional throughout throughout the control professional throughout throughou	
1200	Felicity Maxwell			Community alternatives	Felicity Mannell	
				Do Not Widen/No Build	Given that the rate of traffic deaths per vehicle miles traveled are lower on local steeds than TLOOT facilities, this study was essentially a way to choose the most dangerous alternative.	See Comment #5
1	1				Dear 1-35 Capital Express Central,	See Comment #18
					Dear 135 Capital Express Central, Part Environmental Impact Statement Thank you for the opportunit to comment on the opposed 135 Smilt Environmental Impact Statement and for the inclusion of air quality and climate change analysis in the DBS.	See Comment #15
					Durit 15 Cognit Express Control. As 15 Cognit Express Control. As 15 Cognit Express Control. This is you for the opportunity to comment can the proposed 155 Durit Express or the opportunity to comment can the proposed 155 Durit Express or the opportunity to comment that the properture of the cognitive or the opportunity to comment the three opportunity to comment the properture of the opportunity to comment the properture of the opportunity to comment the properture of the opportunity to comment the opportunity comment to the opportunity of the opportunity to comment the opportunity comment to the opportunity of the opportunity to comment the opportunity comment to the opportunity of the opportunity to comment the opportunity of the opportunity to comment the opportunity of the opportunity to comment the opportunity of the opportunity to comment the opportunity of the opportunity to comment the opportunity of the opportunity to comment the opportunity of the opportunity to comment the opportunity of the opportunity to comment the opportunity of the opportunity to comment the opportunity of the opportunity to comment the opportunity of the opportunity to comment the opportunity of the opportunity to comment the opportunity of the opportunity to comment the opportunity of the opportu	See Comment #18
					Sear 1-3 Cognite forward Control. Search Search Cognite forward Control. Search Search Cognite forward Control. Search Search Cognite forward Control. Search S	Sec Communi 4:33
					- Air Quality smalphis must took at PM 2.5, PM 10, and No. ThOT only smalphad CO which is easy to stody and they know they would clear. - Justin in headed to non-statisment for PM 2.5 and this will disastically change the way we do transportation at the CAMPO level. - The CAMPO level is the state of the CAMPO level in the CAMPO leve	See Comment #38
					Seed 15 Great Extension Control Contro	Sec Communit 4:33
					- ThCDT needs to do a quantitative analysis and health impact assessment for all poblisherits. - ThcDT needs to do a quantitative analysis and health impact assessment for all poblisherits. - Great house of the control of the con	See Contracts #38
					But 15 City of Fryend Control. As the Control of Fryend Control of Control o	See Comment #38
1201	Felicity Masswell	3/7/2023	Email	Air Quality/Climate Change	- ThCDT needs to do a quantitative analysis and health impact assessment for all poblisherits. - ThcDT needs to do a quantitative analysis and health impact assessment for all poblisherits. - Great house of the control of the con	See Communit 4:38
1201	Felicity Masswell	3/7/2023	Emil	Ar Quality/Climate Change	- ThCDT needs to do a quantitative analysis and health impact assessment for all poblisherits. - ThcDT needs to do a quantitative analysis and health impact assessment for all poblisherits. - Great house of the control of the con	See Commont #38
1201	Felicity Masswell	3/1/2023	Email	Air Quality/Climata Change	- ThCDT needs to do a quantitative analysis and health impact assessment for all poblisherits. - ThcDT needs to do a quantitative analysis and health impact assessment for all poblisherits. - Great house of the control of the con	Sec Communit 4:33
1201	Felicity Maxwell	3/7/2023	Emil	Air Quality/Climate Change	- ThCDT needs to do a quantitative analysis and health impact assessment for all poblisherits. - ThcDT needs to do a quantitative analysis and health impact assessment for all poblisherits. - Great house of the control of the con	See Contracts 4:33
1201	Felicity Misroell	3/7/2023	Email	Ar Quilty Christe Change	- ThCDT needs to do a quantitative analysis and health impact assessment for all poblisherits. - ThcDT needs to do a quantitative analysis and health impact assessment for all poblisherits. - Great house of the control of the con	Sec Communit 4:33
1201	Felicity Maxwell	3/7/2023	Email	Ar Quilty Chine Change	- ThCDT needs to do a quantitative analysis and health impact assessment for all poblisherits. - ThcDT needs to do a quantitative analysis and health impact assessment for all poblisherits. - Great house of the control of the con	See Contracts 4:33
1201	Felicity Massell	3/1/2023	Email	Air Quality Climate Change	- ThCDT needs to do a quantitative analysis and health impact assessment for all poblisherits. - ThcDT needs to do a quantitative analysis and health impact assessment for all poblisherits. - Great house of the control of the con	Sec Communit 4:33
					- Too'ld read to the se quantition analysis and whath treats casescent for all poliums. - Continuous gas arrived upon in accessing to case and could not an analysis of the grant gas and there are settle decisions are settled to the settle of the settle	See Communi 4:38
1201	Felicity Maxwell Felipe Reyes	3/7/2023	Email Email		- ToOT need to be a quantition unique and whath impact examenent for all profusions. - Too Too Too Too Too Too Too Too Too To	See Contract #13
					- ToOT need to be a quantition unique and whath impact examenent for all profusions. - Too Too Too Too Too Too Too Too Too To	See Construct #13
					- Too'ld read to the se quantition analysis and whath treats casescent for all poliums. - Continuous gas arrived upon in accessing to case and could not an analysis of the grant gas and there are settle decisions are settled to the settle of the settle	See Conversed #13.
1202	Felipe Payes	3/7/2023	Email	Public Yannig Marinoda Yannigoristion	- Too' Town to the expectation workpan and whath traps at expectation and the expecta	
				Public Yannig Marinoda Yannigoristion	- Too' Town to the expectation workpan and whath traps at expectation and the expecta	See Comment #13 See Comment #13 See Comment #13
1202	Felipe Payes	3/7/2023	Email	Public Yannig Marinoda Yannigoristion	- Too' Town to the expectation workpan and whath traps at expectation and the expecta	
1202	Felipe Payes	3/7/2023	Email	Public Yannig Marinoda Yannigoristion	- Too' Town to the expectation workpan and whath traps at expectation and the expecta	
1202	Felipe Payes	3/7/2023	Email	Public Yannig Marinoda Yannigoristion	- ToOT need to be a quantition unique and whath impact examenent for all profusions. - Too Too Too Too Too Too Too Too Too To	

1204	Felix Jay Morales	1/20/2023	MyCapEx Website - Comment Form	Regional connectivity	believe that the Date of Texas would benefit more from a rail opption compared to expanding the highways. We need to provide a long term problem Short term solutions will not work approve. Secretarily new bursel of the state of texas and updating and infrastructure towards rails will provide new apportunities for the state.	See comment #1
1205	Fernando Umutia	1/12/2023	Email	General support		See Comment #8
2203	Terrandonida	2/22/2023	Cina Cina Cina Cina Cina Cina Cina Cina	German appear	Sec Claims Bigg and Commission From the year for recognizing that 15 Strongs Anison is now of the next congested receives agreement in the State of Frees. As it is now secured you desided receives to the control of the secure	out continue to
1206	Festival Beach Food Forest	1/10/2023	MyCapEx Website - Comment Form	Parks	Les assisted of Audits and a regression of the Fester Brach Fester Fester Brach Fester Fester Brach Fester Fester Brach Fester Fester Brach Fester Fester Brach Fester Fester Brach Fester Fester Brach Fester Fester Brach Fester Fester Brach Fester Fester Brach Feste	See Comment #150
					Date Chairman Bugg and Commissioners: Thank you for recognizing that 1.55 through Audin is one of the most congested madeway segments in the 20st of Texas. As this seriously outsided madeway in the collection of the control of the	See Comment +8
					Recoptories, Westlake Heritage Trist Company of Austin, 19. 500 Base Caves Reual by Bushing 1, Suite 100 Austin, 19. 78746 Heritage/Trist-Carpany must send Wrei Verhauctors by excepted e-mail circy. Our William Instructions DNDT CHANGE to consider any commissions to change them as faucuter. Reside cell your Change them commissions between the proof funds as soon as possible to assot fanding delay. Thank you. CMVID-19 Heritage Trist Company respects you contraining right policy to water to water a mail of the commission of the company respects your contraining right policy to water a mail of the commission of the company respects your contraining right policy to water a mail of the company respects your contraining right policy to water a mail of the commission of the company respects your contraining right policy to water a mail of the commission of the commissio	
1207	Fiona Cobb	2/7/2023	Email	General support	According to an entired study to depress any companied separate of the 152 city billion of the companied separate of the 152 city billion of the companied separate of the 152 city billion of the companied separate of the 152 city billion of the companied separate of the 152 city billion of the	
	This cold	3,722	Limi		printiging is not waived or lock because this email has been sent to you in error. If you are not the intended recipient, you are heavily notified that you have received this email in error and that any wrives, disclosure, dissemination, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please entity the sender immediately by reply or by phone as a death of the email, and destroy all opies and any attachments. Thank you for your consideration.	
1000				Do not widen/no build		See Comment #5
1208	Portaine Weems				SharingSS Program Manager Tromp Anage; The base a resident of Austin for all most my errors Wfs. 1 do not believe expanding 125 is a solution to the braffic issues we fast here in town and oppose it's expansion, fortaine Weens	
				Public Transit / Multimodal Transportation	These are better and more impactful ways of improving movement in our city such as investing in better public transportation.	Se Commet#13
				Reroute to 130	First, Plasse remove TOLL from route 130s, even if you need to pay off investors, e.g. Rick Perry. That route was intended to ease 135.	See comment #3 Fee Comment #3
					Secondly, you don't ease a weightenhood by destroying serin of it. You don't moved a finise dividing properties by precining a discuss to take way the properties therewise. **Problem Princip** (Bilderich Pink becomes uninhabitable after at the stime, who will pay to restore I again. *Pruntilly, the current plan second between the self-instruction and sense secret in the second between the self-instruction and sense secret in the second and second year designation. **Passes reconsisted for liberary.**	Sau Commun #21
1209	Froter Frances				Pada Pacalana en antico. Tanka pa note from an en antico. Tanka pa note	
				Business/residential displacement		
1210	Commenter Name Fran Adams	Date Received	Source	Topic Do not widen/no build	MobilityS Program Manager Tommy Alango, Then lived in Audit and the surmouting alwa since 1078 and 155 construction has been a constant for the errire time. Local use and sufery have always been left out of project plans. It's time to create community where there has been	Responses See Comment #5
					Them line of haster and the surrounding area since \$278 and 155 construction has been a constant for the errine time. Local use and selfely have always been left out of project plans. It's time to create community where there has been division, executable, the propose the TL Coll plans. The arm of the propose the TL Coll plans.	
					Fan Adams	
				Business/residential displacement	Businesses and homes have been displaced for ongoing expansion. These expansions do not work, Non-local traffic should be diverted around the city and public transport should be	See Comment #21.
1211	Francisco Barajas- Rodriguez			Do not widen/no build	MobilitySS Program Manager Tommy Atrego, 1strongly oppose the plans to expand 1-35, as this would destroy and affect the only of Austin negatively, INVEST IN MORE HIGH QUALITY HIGH SPEED TRANSIT INSTEAD, STOP THE HIGHWAY, factor to the people living in the affected area.	See Comment #5
				Latent/Induced Demand	Notody wants more cars in doestown Austin. This will bring Induced Demaind and will be very costly, STOP ITI.	See Comment #18
1212	Francisco Romo de Vivar	1/18/2023	Email	Air Quality/Noise General support	This is NOT scalarisable, STOP ITH right-say expansions do not work as more cars will come, like in the Kally Freezey, this is not a good, STOP ITH will not not republished in the city. Date Chairman Burst and Commissioners: Thank with for several insect and Commissioners: Thank with for several insect and commissioners. Thank with for several insect and commissioners and commissioners are commissioners. The commissioners are commissioners and commissioners are commissioners.	See Comment #34 See Comment #3
					Dave Channel Begg and Commissions. This has no for expected pilots 35 freegy dusts in our of a prest organized soulcase speed in the Say of Fines. It is not extension published readers as the second of the second organized soulcase speed in the Say of Fines. It is not extension organized and contained the second organized soulcase second organized soulca	
1213	Frank Almaraz			Do not widen/no build	MobilityS5 Program Manager Conney Arrego. I have how die Audin for my write life, over four decades. I love this city. We should not add lanes to 1-55.1 also think that making toll 130/45 an internative would go a long way in reducing traffic as well. Thatisid	See Comment #5
				Recial Justice	This ofly has a really next thought one full of racism and bigginy. The scars of this peat are most easily seen by the divide that 135 overlates in the city. This divide has its origins in suggregation. We should not add to this scar, we should help lift the scar.	See Comment #3
				Community Alternatives	Rushin/35's proposal is a great start to help remove the sciens of segregation.	Six Connent #4
1214	Frank Cheff	3/6/2023	Email	Latent/Induced Demand	Material Shapes Manager Temps (danger Temps (danger Temps (danger) and a set of the set	See Comment 4:28
					Now load in the Delevinod I neighborhood for over 25 years. Our neighborhood borders 135 and will be adversely affected by the proposed expansion. The proposals for pedestrian braffic around the neighbor year expression, expossily the use of turnets. If the proposed injury recipies on not make Oblinous 2 mobility and access needs.	Set Comment #194
					The proposed alternatives call for closing one of the four entraceases to the neighborhood. This will increase the officially of getting in sect out of the neighborhood, and increases the cut through staffs in the neighborhood alternatives and research on Arport backs up, which it does regularly at all times of day, Neither of the proposed alternatives address this issue, and instead floous on the left turn to gis acut on 15%, a section of traffic that only backs up briefly during road. ISSUE.	
					have. The proposed polabolitary rimited see perhaps to meigrate the Support ASS interaction without a cut are unrecessarily hostile to anytime without a cut, included of dishering car drivers, who can easily towers hits, geath dranges, and increased usince, many called a perhaps the season of the support	
					actions ground. These furnises base personatives not of sight of a significant, which is uncorrelated and unappealing the party materials again scene, including the support and disablest, especially life in disablest, especially life in disablest, especially life in disablest, especially life in disablest, especially life in disablest, especially life in the second formation of the proper, in contrast and the first in the proper in our seek principles of principles and in the second formation of the proper in contrast and in the second formation of the principles and in the second formation of the principles and in the second formation of the principles and in the second formation of the principles and in the second formation of the principles and in the second formation of the principles and in the second formation of the principles and in the second formation of the second format	
1215	Frank Genco	3/7/2023	Email	Delwood	All of the above issues among to be driven largely by the choice of intersection at Airmost Rhot and LSS that TVDOT is promoting The Single Brint Lithan Interchange is extremely unfriendly to assure and in a car. Debugged 2 strongly entranges	
					1000 to contain a more substituted from any interaction where polarization, option, and there are an one social foring with the war of the most areas and do not have been been and of an one of the social and any option	
1216		4.0			I fully support a direct real project from Austin to San Antonio.	Secrement 41
	Frank Higgins	1/31/2023	MyCapEx Website - Comment Form	Megional Connectivity		
1217	Frank Rizo	3/7/2023	Email	Do not widen/no build	MobilityS5 Program Manager Tommy Atrago, For the low of all that is bey don't controllate to the already present car helicope we live in plase. Widening the space for cars is never the solution, Building infrastructure that caters to the individual and not measive car monopoless in the way to grow dispay from storp or grow dispay from storp	See Comment 65
1218	Frank Thomas			Do not widen/no build	MobilityS Program Manager Traininy Abregio. Haan seated or Challas, TR. Hower Challas, The Challas, TR. Hower Challas, The Challas	See Connect 45
					Towns and continued to the continued of	
				Latent/Induced Demand	TOOT's proces in this project is fawed. It gives induced Demand, construction impacts, particulate matter pollution from the water, the failure of almost all highway expansions, the access of freeway removals, and lot strift modeling is fawed.	Sau Comment #18
						See Demonst M.
1				Air Quality/Noise	Highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	DAM CONTRACTS SCH

1219	Fred Heldenfels IV	1/11/2023	Email	General support	Data Classins Bugg and Commissioners. Thisky no for recognising funds to 135 from glo facility in one of the next composited results appropriate in the Balte of Facility. If Facility is the Secondary condition results as in the secondary condition results as i	Se Commet 48
1220	Fred McLeroy	3/2/2023	Email	Do not widen/no build	MobilitySS Program Manager Tommy Arago, Please reconsider this plan for one that is not hurtful to those who live nearby. A more effective loop than the expensive one we have, perhaps.	Sas Comment #5
1221	Freddie Behmer			Do not widen/no build	BADDIES FOR MARKET Transprises. The control of the service districts of the control of the cont	See Contract 4% At quality/ratios.
			}	Air Quality/Noise	Many people live in Central Austin, and should not be subject to noise pollution, increased emissions, years of construction, and increased traffic Downtown.	Suo Commant #34
1222	Freddie Greenhill	3/6/2023	Email	Do not widen/no build	MobilityS Program Manager Tomery Akrego; Its ubsoldedey demonstration that making highways larger does nothing for traffic - Audin is already turning into a southean mega-chy, don't help it on the way there!	See Comment #5
1223		1/6/2023		Caps/Deck Plazas		See Comment #42
	G	1/6/2023	MyCapEx Website - Comment Form		The park was 155 provides not entry a community sear but enhances correctively between the oily rather than furthering the dricks. The objected for forced on furthering connectivity and technique mode of gothering for recidence order than organizing a read way, fload expansions have also been proven to increase congestion which does not solve any staffic stocks. The park is in the best interest of the day and the residents.	
1224	© Choo				Associated Security Terminy Arriags, to a Security Terminy Arriags, to a Security Terminy Arriags, and the Security Terminy Arriags are security to the Security Terminy Arriags are security and the Security Terminy Arriags are security and the Security Terminy Arriags are security and the Security Terminy Arriags are security and the Security Terminy Arriags are security and the Security Terminy Arriags are security and the Security Terminy Arriags are security and the Security Terminy Arriags are security and the Security Terminy Arriags are security and the Security Terminy Arriags are security and the Security Terminy Arriags are security and the Security Terminy Arriags are security and the Security Terminy Arriags are security and the Security Terminy Arriags are securit	See Connect #5
					or only down to approach to addressing stelling potenties not exert, also displaces residents and business series who do not want to be quested and will not fairly compressed for the functions to the stelling of the potenties and the final potenties and the final potenties and the final potenties are expension. Entirely considers and business evenes, there are immediate impacts to the environment as well.	See Comment #23.
				Public Transit /	As a citizen, voter and tax payer, I expect that my City Council, ToDOT and any other representatives stand up and represent me and not the interests of those companies and individuals who stand to gain	See Comment #15
				Multimodal Transportation	As a colour, one of the server, in equal that my City Counts, 1,600T and any other representatives about one of expression to an out the server, in the colour of these companies and individuals who detail to gain consist expression of 1,000T mode consider ways to registered more effortable and accessible research of public temperatures on that there are other options to breaking within the city. This is only 1 in coordinate alternatives that those 1,000T would make a consistent expression of the city of t	
1225	Gabriel Fenguson	3/3/2023	Email	Do not widen/no build	Mobility S Program Manager Tommy Abregio, Holio,	See Comment #5
	decision of grand	4/4/2023		CO INC. WIDELLY IN COMM	Table. 1. The second of the s	
ID	Commenter Name	Date Received	Source	Topic	Connect	Response
					Dair 1-35 Capital Express Central, Re 1-35 Capital Express Central, Dair Environmental Impact Statement	See Commant #4
1226	Gabriel Kriggs.	3/7/2023	Ernail		Out Common Adult and other Excited Cities, NCOT Commissioners, Mart, and Consultation. Learning Cities and Commissioners and Commissioners and Cities and Commissioners and Cities and Commissioners and Cities and Commissioners and Cities and	
1227	Gabriel Viox	3/6/2023	Email	Do not widen/no build	MobilitySS Program Manager Tommy Abrego,	See Comment #5
	Viox				Making Shingson Manager Tumony America. Making Manager Tumony America Tumony America. Manager AS Sapanson. This result day nonease shalfs for the pairs it exald take to complete this project, inclease, just encourage more people to bread around on the lot made that have been hout to avoid traffic from those driving draught colored to the contract of the second and the lot made that have been hout to avoid traffic from those driving draught colored to the contract of the second and the lot made that have been hout to avoid traffic from those driving draught colored to the contract of the lot of the second and the lot of the lot o	
1228	Gabriela Barahona	3/7/2023	Email	Do nat widen/no build	Mode) of the proportion of the property formers property for the property formers and the proper	See Comment #5
1229	Cobride Caballan		Me	Air Quality/Noise	Lask that you to reconsider expending \$5.35 into the Cherrywood neighborhood and perpensate pollution and negative health outcomes in our neighborhood. Lurge you to please reconsider.	Sun Comment #15.
			Cap Ex	Business/residential displacement	The expension of the highways will displace our local businesses	See Comment #21
1230	Gabriela Vargas-Zuniga	3/7/2023	Email	Bike/ped safety	In ACCIT CACC. The route of norm and in the city is useless. Accit means more whiche pions and more block broady infrastructure. Not mady well done and through through block lares. Additionally, those lares and very Ittle maintenance and occupy less cance, construction effort, and cost this relation depth of the relation of the rel	See Comment #30
					caronian sargino-contin	
1231	Gabriela Vasquez			Do not widen/no build	Tools are in Malacis: As large for resident of filters Control Audios in Hydro firm writing to add my usins to the many meeting and firm you to the many meeting of the Control of the Con	Sec Destroyal 65
				East/West Connectivity	The City of Austin. The neighborhoods, and the neighbors that live next to 135 found themselves with an unprecedented opportunity to: 1) Batter integrate the communities along East and West sides of 135 in North Central Austin, by equinding each-east crossings in the area;	See Comment #20
				Air Quality/Noise	2) Photocs and support a marker. Intellide environmental assessment that they seek to evaluate the report of the ball expension of 155, not just to "sugments", but as a whole unit that affects the entire Auditor community the control and beyond.	Sau Commet #34
						Section 143
				Public Transit / Multimodal Transportation	20th apparantly to design a contribut basewas all modes of transportation in a way that is sufe reportation, and that is accessible, regardless of age, shiftee, and incorporation.	jaw comment # 23

				Do not widen/no build	T	
				Do not wastyno outo	Manipuls Region Manager Inverse Areas. In region Manager Inverse Areas.	Sea Contraint #S
					possibly clan. Traffic is hornise for most of the day, and manly oring through the project of th	
					Srips. I supect TsDDI, Austin City Council, and other representatives to stand up for ms. Cathrielle Prosest Cathrielle Prosest Cathrielle Prosest Cathrielle Prosest Cathrielle Prosest Cathrielle Prosest Cathrielle Prose	
1232	Gabrielle Pousset			Latent/Induced Demand	Tubotis process ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic	See Comment #15
					modeling is flawed.	
				Air Quality/Noise	Highway expansions norsen congestion jaa we saw with the Kally Freeway), air noise and water pollution, safey, and transportation options beyond driving .10 years of construction for just a few years of congestion relief a lot? with it.	See Comment #34
					congestion relief is NOT worth it.	
					MobilityS Program Manager Tommy Atrago,	See Comment #5
				Do not widen/no build	Making Shippian Mauging Promp April 2005. The	
				Do not widen/no build	Gallen M Herz	
1233	Galen M Herz			Community Alternatives		Sas Correnat #4
				Community Atlantaceas	In ToO CO Spring regions for more accounted and supporting of persign and development of persign and the environment respons to bender to require contract in the factor contract of years. If you do not require contract in the factor contract of years. If you do not require contract in the factor c	JOB CONTRACTOR TO
					Slower Social Staffic, increased public trained upolitios, along the linia of Methinsi25 proposed alternatives. It is essential in 2023 that TxXXVI is responsible to support such alternatives on the shart of Focas Celebras Indeed of the current regressive plan. Alternatives on the hart of Focas Celebras Indeed of the current regressive plan.	
					Reser encourage partition (owning the highes), fining East Austin to registerhoods used of the highesy, Asso, disable or higher quadrups the plans to enhance protected bits and palestres reservent. I appear sold gives to the highesy. This highesy.	
1234	Gardner Selby	3/7/2023	Email	Caps/Deck Plazas	Please encourage parkfared covering the highway, briving East Austin to neighborhoods west of the highway. Also, double or triple or quadruple the plans to enhance protected bike and pediatrian movement. I oppose adding laines to the highway.	See Comment #42
					Thank you.	
1235	garnet nick	2/22/2023	Email	Do not widen/no build	W Tucol Tucol ; you have like be provide options that align with any of the mobility, safety, or environmental goals expressed by the residents of audin. If the only options are what you have presented then i vote to change naturing varied as better alternatives immigrate as immigrate.	See Comment #5
					nothing until a batter atternative is imagined.	
1236	Garrett Dailey	3/7/2023	Email	Public Transit / Multimodal Transportation	MobilityS Program Manager Tommy Akrejo. Halik Salanik Horse cass Gamen Dalaly Gamen Dalaly	See Comment #13
	2011)			Transportation	Garrett Dailey	
1237	Garrett Nafzinger	3/7/2023	MyCapEx Website - Comment Form	Caps/Deck Plazas	Regarding LSS planning through Austin.	See Correlate 4-2
			Comment Form		Registrating 155 planning through Austin. **We should have more capity (burythe fineways in longer segments so we truly create connections between east and west) - Early plans segmented 1920'T would play for the project. Why do Austin tapayees have to foot the bill for the region and the statio?	
1238	Garrett Neaves			Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	See Commant #5
					MobilitySS Program Manager Tommy Alaragis. 1099028 TCOD's plane for 15 de and 1099028 expension. I con't want to use an internation highway for my local trips. 1099028 TCOD Structure of the "International Continuation Continuation Continuation Internation highway for my local trips. 1099028 TCOD Structure of Continuation Cont	
					Carrett Nelevels	
				Community Alternatives	Tam a resident of Audin, Lagine 100% with the following points from RethrisióS. I hope that we can stop duing what clearly does not work. Prioritaing more lanns instead of a realizable, blabble, public transit maxim a less empoleb. Nes healthy orb. La ref DE. (Laginess) he healthy SD proposition, indesignating another highway such as 94.130 as an internation, a boulevard ging through from a public transit final project, etc.]	See Comment #4
					makes a less especiable. Nos healthy city. I am FCH. [Chempiece: The Rither's proposal, redesignating another highway such as SH-130 as an interstate, a boulevard going through town, a public transit-first project, etc.	
				Air Quality/Noise	TACOT's process in this project is flaved. It ignores induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highesty expansions, the success of freeway removals, and its traffic modeling is flaved.	Sue Comment #34
				Latent/Induced Demand	Highway equivariants DONT work. They worken congestion jak we have with the Kully Previous), air noise and water profusion, safely, and transportation options beyond driving; 20 years of construction for just a few years of congestion relief is NOT work it.	See Comment #15
					a few years of conglession relief is NOT worth it.	
					MobilitySS Program Manager Tommy Abrego,	See Comment #20
					The current expansion plan of HSSs is furty years too late. Traffic analyst around the world have concluded that widering a highest per readway does not usually solve a turnific proteinm. If the amount of automobiles involved in a turnific jam in order. The turnific part of sidatence, then nown if you double the readings of the readways, it will not readward the Traffic jam proteinm, at one of the staffic jam, it will not prevent the staffic jam. Then or one of the staffic jam, then or one of the staffic jam, then or one of the staffic jam, then or one of the staffic jam, then or one of the staffic jam, then or one of the staffic jam, then or one of the staffic jam, then or one of the staffic jam, then or of the staffic jam, then or one of the staffic jam, then or of the staffic jam, then of the staffic jam, then or of the staffic jam, then or of the staffic	
					prevent such a jam is to prevent the shoutdown of the traiffic flow. Most all traiffic jams are caused by some reason for the vehicles to page their traikes. The most common reasons for an interruption in traiffic flow are collisions, vehicle Traidscent, only or moving vehicles and vehicles changing it inset to exter or cent the modalway. In The real reason that INDOT is expending High 3 is to put to all reason in it. The problem that the toil submitted cent understand in shirt the people in their in the total submitted cent understand in shirt the people in their	
1239	Gary Brizendine	3/6/2023	Email	Multimodal Transportation	beerfise and younger don't want to use automobiles for transportation. They don't list the damage to the environment or to their bodies. Automobiles are the most deady, leased efficient and costless from of transportation in the history of married. When the total authority should realize in that this project will rever perfor freat. Excessure the people when oppose it today will begin changing the way their generations use transportation to got a execut from and the country. I am an	
					more damage to the environment. THANK YOU VERY MUCH GOVENOR ABBOT AND TOLL ROAD PROFITEERS!!	
ID					National Shapes Manager Tomay Rospe. The properties of the proper	
	Commenter Name	Date Received	Source	Topic	was during to the environment. THEN YOU HER MUCH COVERED ABOUT AND TOLL HOLD PROFITERIES. Comment.	Каррона
	Commenter Name	Date Received	Source	Topic Lower Speed Limits	Connect	Anaporeia Sea Contract #355
	Corresenter Name	Date Received	Source	Topic Lower Speed Limits	more deninged to the environment, THOM YOU VERY MACH COVEROR ABSOT AND TOLL ROLD PROFITEERING Communic 175007 readly want to hady the tradit of two in HISS Smoothy Audin. Then they should gradually reduce the speed innot in HISS SM made and require value to be lawn proper following distance. Starting in disciplinary and continuing froming from the Mach. This would do to the HISP, report classify region region and dissistantly studious recordings. If the control to accomplished, it would greatly reprove the SMITC from and SMITC starts are made as the require within the smith and the same start propried up the terriginal for a made up of the twister of the read-only reproduce the terriginal for an extend with the same start propried up the terriginal for an extend the start propried by the terriginal for an extend with the same start propried up the terriginal for an extend with the same start propried up the terriginal for an extend with the same start propried up the terriginal for an extend with the same start propried up the terriginal for an extend with the same start propried up the terriginal for an extend with the same start propried up the terriginal for an extend with the same start propried up the terriginal for an extend with the same start propried up the terriginal for an extend with the same start propried to the same start propried up the terriginal for an extend with the same start propried up the terriginal for an extend with the same start propried up the terriginal for an extend with the same start propried and the same start propried and the same start propried and the same start propried and the same start propried and the same start propried and the same start propried and the same start propried and the same start propried and the same start propried and the same start propried and the same start propried and the same start propried and the same start propried and the same start propried and the same start propried and the same start propried and the same start propried and the same star	Regionals See Connect 6595
	Corresenter Name	Date Received	Source	Topic Lower Speed Limits	Comment 13:007 readly wants to large the layers, then are redS brough Assets, then they about all gradually revious the speed lond on HSS to 30 repla and require vertice to be latered proper following distance. Spering or latered to the latered proper following distance. Spering or latered to the latered proper following distance. Spering or latered to the latered proper following distance. Spering or latered to the latered proper following distance. Spering or latered to the latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering distance.	Response See Connect 6395
1240	Constraints Name Cast Rodgers	Date Received	Source	Topic Lower Speed Limits General support	Comment 13:007 readly wants to large the layers, then are redS brough Assets, then they about all gradually revious the speed lond on HSS to 30 repla and require vertice to be latered proper following distance. Spering or latered to the latered proper following distance. Spering or latered to the latered proper following distance. Spering or latered to the latered proper following distance. Spering or latered to the latered proper following distance. Spering or latered to the latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering or latered proper following distance. Spering distance.	Regionals See Connect #395 See Connect #3
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		Oate Received		General support Do not widen/no build	Filed with years to high the table. Ever on HSS origin, Nation, the time whould goldwilly reduce the speed limit on HSS 530 mpl and require writin is to been proper billioning diseases. Suring in staffs from on HSS filed from a HSS origin, Nation, the support for the season of the suring of the staffs from an HSS filed from the suring staffs from the suring staffs from the suring staffs from the suring staffs from the suring staffs from the suring staff from	See Continued 45
		Date Received		General support	13:007 early went to hap? the split. Show as this property happen, there hap whousing galaxiely reviews the speed lond in 1935 to 30 mpt and require winn to bissee proper billowing distance. Sparling in selfs the on 1935 to 300 mpt and require winn to bissee proper billowing distance. Sparling in selfs the on 1935 to 300 mpt and require winn to be assumptioned. The lond is a comprised, thresh greatly reprise the selfs the on 1935 to 300 mpt and the selfs of the reading of the selfs	See Continued 45
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1241	Glear's lywengian		VOH	General support Do not wider/no build Laters/Indused Comment Business/Indused Comment Copys/Crean Places Copys/Crean Places Thomps/Indused Indused Description (Multirodal)	The comment of the co	So. Contract #3 So. Contract #3 So. Contract #3 So. Contract #3 So. Contract #3 So. Contract #42
1340	Geral Symple Gary Even Gody Swager	2/13/2023 1/31/2023	Email MyCapEx Wakata - Comment Form	General support On real existency to build Laterty followed Demand Business, residential displacement Cape, Onco Phases Public Termal / Multimodul Stranger featur General support Regional Correctivity	11000 Feathy wants to help the spelfs. Now as 1955 brough Audits, See they should gradually reduce the speed lond on 1955 to 50 mpt and require wints tab bisses proper biblioming distance. Standing in selfs the on 1955 traffs from an easily improved by using the length of the seakeny and on the within of the reduce. See Chairmen Bagg and Commissionmen Plank you for recipiting that 135 Strength Audits is one of the most congound readiney segments in the Stand of Teas. As this sectionally outdited readiney is driven. See Chairmen Bagg and Commissionmen Plank you for recipiting that 135 Strength Audits is one of the most congound readiney segments in the Stand of Teas. As this sectionally outdited readiney is driven. Ascending I, an entiring thinly in segment regions paged from the 135 Capital Express Central disegre as proposed by 100/11. These type for your consideration of this request. Gettler E.* Gast Proligenit 8 — The risk segment was seen to exercise your consideration of this request. If on on support the segment of 105, porticularly through Shortesian. While it has come the currently past would per remaining intercemen by removing positive plank and discrimination planks in Highways. This 25 expension is a shorteglined day in the wanter defends that all impact generations to consideration of the regions of the section of	Sea Comment #3 Sea Comment #3 Sea Comment #33 Sea Comment #43
1241	Gwest fyergiar Gwy Erwin	2/13/2023	VOH Email	General support Do not existen/no build Laters/Induced Denoted Business/Instituted of duplicament Copin/Crein Pitane Public Tearnet/ Virialization General support	The control of the co	See Communi 48 See Communi 45 See Communi 43
1340	Geral Symple Gary Even Gody Swager	2/13/2023 1/31/2023	Ernall MyCapifa Walsaha Comment Form MyCapifa Walsaha Socioment Form MyCapifa Walsaha MyCapifa Walsaha MyCapifa Walsaha MyCapifa Walsaha MyCapifa Walsaha	General support On real existency to build Laterty followed Demand Business, residential displacement Cape, Onco Phases Public Termal / Multimodul Stranger featur General support Regional Correctivity	13:00 Teach years to hady the spife flow or 1035 trough Audies. See they already explanally review to speak from 1025 trough Audies, then they already gradually review to speak from 1025 to 30 mpt and require vertice to be consistent. It would grad you require vertice to the consistent of the control of the consistent of the control o	Sea Comment #3 Sea Comment #3 Sea Comment #33 Sea Comment #43
1340	Geral Symple Gary Even Gody Swager	2/13/2023 1/31/2023	Final Final McGalf Website Comment Form	General support On real existency to build Laterty followed Demand Business, residential displacement Cape, Onco Phases Public Termal / Multimodul Stranger featur General support Regional Correctivity	The company which they are stiff, the condition of this company facilities to the company of the	Sea Connected #3 Sea Connected #3 Sea Connected #3 Sea Connected #42 Sea Connected #42 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43
1340	Geral Symple Gary Even Gody Swager	2/13/2023 1/31/2023	Ernall MyCapifa Walsaha Comment Form MyCapifa Walsaha Socioment Form MyCapifa Walsaha MyCapifa Walsaha MyCapifa Walsaha MyCapifa Walsaha MyCapifa Walsaha	General support On real existency to build Laterty followed Demand Business, residential displacement Cape, Onco Phases Public Termal / Multimodul Stranger featur General support Regional Correctivity	13:00 Teach years to hady the spife flow or 1035 trough Audies. See they already explanally review to speak from 1025 trough Audies, then they already gradually review to speak from 1025 to 30 mpt and require vertice to be consistent. It would grad you require vertice to the consistent of the control of the consistent of the control o	Sea Connected #3 Sea Connected #3 Sea Connected #3 Sea Connected #3 Sea Connected #42 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43
1241 1242 1242 1244	Geven tyenger Gay Enviro Gay Enviro Garma Lopea	2/13/2023 1/13/2023 1/20/2023	Ernall MyCapifa Walsaha Comment Form MyCapifa Walsaha Socioment Form MyCapifa Walsaha MyCapifa Walsaha MyCapifa Walsaha MyCapifa Walsaha MyCapifa Walsaha	General support On red sedan/no build Laterit/Volucio Director Basevera, restricted displacement Copu, Dack Plazas Padic Treat/ Multimodal Transportation General support Regional Correctority	The company which they are stiff, the condition of this company facilities to the company of the	Sea Connected #3 Sea Connected #3 Sea Connected #3 Sea Connected #42 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43
1241 1242 1243 1244	General typenger General typenger General Lapser General Lapser General Lapser General Lapser	2(13)/2023 3/33/2023 5/20/2023	Email MyCapEx Website Comment Form MyCapEx Website Comment Form MyCapEx Website Comment Form	Carried support On red wider/no build Laters/inhood Demand Business/insidered displanamed Caps Cheb Places Public Tennel / Multimodal Tomportation General support Regional Correctivity Regional Correctivity Carried support	The comment of the co	See Connect #3
1241 1242 1242 1244	Geven tyenger Gay Enviro Gay Enviro Garma Lopea	2/13/2023 1/13/2023 1/20/2023	Ernall MyCapifa Walsaha Comment Form MyCapifa Walsaha Socioment Form MyCapifa Walsaha MyCapifa Walsaha MyCapifa Walsaha MyCapifa Walsaha MyCapifa Walsaha	Carried support On red wider/no build Laters/inhood Demand Business/insidered displanamed Caps Cheb Places Public Tennel / Multimodal Tomportation General support Regional Correctivity Regional Correctivity Carried support	The comment of the co	Sea Connected #3 Sea Connected #3 Sea Connected #3 Sea Connected #42 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43 Sea Connected #43
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1247	Gentry McLean	3/6/2023	Email	Reroute to 130	Materials Sharpers Manager Tenson, Arrange. These born Audit and these birds there must der yills. Adding still more lisens to 3.5 in the motified of Audit in as in an interface of Audit in a law better the original with the number of Lienar & Hain roce, adding store will colly make it weren. An expension will all made the addition of the high replay in place of the work of the addition of the high replay in place of the addition of the high replay in the addition of the high replay in the addition of the high replay in the addition of the high replay in the addition of the high replay in the high replay in the addition of the high replay in the addition of the high replay in the high replay in the second of the addition of the high replay in	Seconnert #3
1248	Geoffrey Journeay- Kaler			Do not widen/no build	MobilityS Program Manager Commy Arrays. 35's placement doesn't fit its intended purpose or intentiate trevel. Highway expension will be taid for business and business expension in Austin.	See Comment #5
				Reroute to 130	There should be a bypais, that goes around the city instead of an expansion.	Sie connent #3
				Bury/tunnel	If you have to keep it where it is, (lef) bury it so we don't have to look at it hear it. The upper deck should be removed or turned into a publishing park. The upper deck is a noisy diseaser for the inner city. These problems won't be solved by more equasion.	See Comment #25
1249	George Adams			Community Alternatives	As one example, USDOT identifies indicators that transportation agencies can use to reduce traffic-related air pollution and improve air quality. These are: 1) Commute mode share	See Connent #4
					As one secure, USCPT function includes that transportation regions can use to reduce traffic visional or options and oppose or quality. These are: 2 Main transportation transportation regions can use to reduce traffic visional or options or quality. 2 Main transportation transportation transportation regions can provide a region of the properties of the provided transportation	
					5) Public transportation trips per capita. The scope and teach of the 155 cightal Express project will increase 50V mode share. VMT and increase the population in close proximity to 135, it will decrease public transportation trip by inducing greater demand for 50V travel. The expansion of 135 will disproportionalisty impact environmental justice populations in the consider.	
			-	Air Quality/Noise Reroute to 130	The draft SGS is indequate and grows or minimizes the impact of 20 years of construction, increased are and water publishin, noise and thousands of additional vehicles per day upon completion. The grouped appearson is completely incorporated for the cortex of Audits and will be that depicted adjuster any algorithms of commercial areas. Floot should develop place which remote trucks and mon- coast parties (10 of 15 o	See Comment #34 See comment #3
1250	George Carameros	2/7/2023	MyCapEx Website - Comment Form	General support	Date Chairman Bugg and Commissioners: Thank you for your support to address 155 through Austin in a comprehensive manner. This shetch of highway is nationally ranked as the 15th worst for traffic complicion and 3'd worst in the state 1.55 through Austin as event-for in more than current and future needs of a growing region to venue our local and state eccorery can confirm to think, I write in support of the 135 Capital Express Central lengths approaced by 1000. The high you for your desiration to be entirely the confirmance of the 135 Capital Express Central lengths approaced by 1000. The high you for your desiration to be entirely the Central Section 1500. The section of the 135 Capital Express Central lengths approaced by 1000. The high you for your desiration to be entirely the 135 Capital Express Central lengths approaced by 1000. The high your proposed by 1000. The	Sec Comment #8
1251	George Cofer	3/7/2023	Email	Do not widen/no build	Ne ToCOT ToCOT, The proposed easing as jet another experience of billions of delians on "restendary" transportation contact. Consp. Cofer Consp. Cofer Consp. Cofer Consp. Cofer Consp. Cofer Consp. Cofer Consp. Cofer	See Comment #5
					Garage Coter	
					Daar Chairman Bugg and Commissioners: Thank you for neceptizing that 155 through Audin is one of the most congested readway segments in the State of Texas. As this seriously additional readway is often collect the Main Street of Texas, all Texas should call for bold and decisive action to transform this critical streets of infestivuture into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
					Date Channels Bug seri Chromasoures. This his put for recipion for 15 5 through Audit is now of the most congraind readings regioners in the 20st of Times. As his serious dysolidated readings was an experienced for a serious of the serious design and the serious of the serious design and the serio	
					right/down to wair a mask. Masks are no tonger required to entire a heritage efforts, but we would encourage you to wair a mask if you have NOT been reconsisted in season of the property of	
1252	George Douglass	2/8/2023	Email	General support	Coema. Any control making or proving a note, makes or one conceive that makes the common and the	
1253	George Lindenberg	2/7/2023	Email	General support	Oser Chamme Bogg and Commissioners: Thisky spo for recognizing that 3.5 through Audin is over if the most congested makesy segments in the State of Years. As this services's published makesy as their scalable for the State of Years. As this services in the State of Years and the State of Years and Year of Years and Year of Years and Year of Years and Year of Years and Year of Years and Year of Years and Year of Years and Year of Years and Year of Years and Year of Years and Year of Year of Years and Year of Year of Year of Years and Year of Year of Years and Year of Years and Year of Year of Years and Year of Year of Year of Years and Year of Yea	See Comment #8
1254	George Ross	2/8/2023	Email	General support		See Comment #S
					And Common Bogg and Commonwesters. This is no for excepting facility 155 through builds is not of the notice organized inables in specimen in the State of Ferma. As for summary collaboral containing in other and in the State of Ferma. As for summary collaboral containing in other states of the state of	
1255	Geovani Jn Pierre	1/31/2023	MyCapEx Website -	Regional Connectivity	We * need *High Speed Trains between Hooston-Dallas-Austin-San Actorio	See comment #1
1256	Gian C. Guedea	2/15/2023	Comment Form	Do not widen/no build	STOP THE EXPANSION OF 3.3515 Save Austin	
1256	Gian C. Golden	2/15/2023	MyCapEx Website - Comment Form	Do not wisery no build	STUP TITE EXPRODURT OF 1-3011 SWM AUGUST	See Committ #5
					her Common Bugg and Commissions. And Common Bugg and Commissions. And Common Bugg and Commissions. And Common Bugg and Comm	See Comment +8
1257	Gilbert Zavala	2/8/2023	Email	General support	Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxOOT. Thank you for your service and consideration of this request. Please feel free to reach out with any questions.	
1258	Gina Cramer	1/23/2023	MyCapEx Website - Comment Form	Regional Connectivity	To truly improve travel or 1-35, plans need to include steps to review the Limit Star Real proposal that would link Austin and San Anterior with regular commuter rail. Instead of expanding reads, we should be expending the methods of travel. Widering reads without improving trainfs in a wide of money, as it only induces more domaind and results in the same staffic and more pollution.	Second #1
ID	Commenter Name	Date Received	Source	Topic	Connect	Responsés
					Maniphing Nampur Tempor Storage Tempor Tempor Storage Tempor Storage Tempor Tempor Storage Tempor Storage Tempor Tempor Storage Tempor Tempo	Sala Comment 4'5
					tract their bodies is part as of the state place for their as point, in lact, i would not only to the who was earn money from this program. And from much Sentoury, i respect an arress- 1 of POMSE Disch plans for 135 and 10POSE expension. It is a visite of stappyers' money and detrimental to the environment and quality of life of the citizens who has in the areas that will be affected. It DOES NOT solve the traffic issue, in fact, if ENCOURAGES traffic.	
					Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Frienway), air noise and water pollution, safety, and transportation options beyond driving.	
					* Replace procession (SOTT acts. They were comparison to we save with the Rep Presency, air robus and seater publics, and has proportions applices beyond during. **Joint seater control to the Rep Seater Control of the Rep Seater Control of the Rep Seater Control of the Rep Seater	
				Do not widen/no build	 I are totally ADANST tunnels for pedestrians. This is a preposterous idea. I do not want to walk through a tunnel. It's unaids. Do you want to walk in turnels??? Would you want your mother to walk through a turnel? Put yourself in our shoes. Homeless people with seek religion in these turnels. Here you thought about that? Who is on your design seam, anyway?? What were they thinking? I am ADARST time gife vote turnels interestings. 	
1259	Gina Fuentes				- I am DRC consideration of a more badditional flow-way intersection where pedestrians, cyclast, and others (like people in wheelthains) are on equal footing with the rest of the road cases and do not have to travel so far out of their way in deference to care. - I am ARAPST closing off fermeade Rd. Into our neighborhood.	
					defences to some. If an Address of the Promotion Rule is some an adjustment If an Address of the Promotion Rule is some an adjustment If an Address of the Promotion Rule is some an adjustment If an Address of the Promotion Rule is some an adjustment If an Address of the Promotion Rule is some and adjustment If an Address of the Rule is some and adjustment and adjustment If an Address of the Rule is some and the Rule is some and the Rule If an Address of the Rule is some and the Rule is some and the Rule If an Address of the Rule is some and the Rule is some and the Rule is some and the Rule	
					 I am TOR a record of Cossang the number of Cossangs control of Approx Book. I am TOR a record of Cossangs the number of Cossangs and the Approx Book. I am TOR a record of Cossangs the Cossangs of Cossangs and September (Injury) experience in favor of shifting trips away from private car use to public branegoration and other alternatives. Con I get a list of the people on your design team? And their email addresses, credentials, and salaries? Not to mention how much they will make if this instan proposal is executed? Gina Fuentes 	
				Community Alternatives	See PCM. consideration of Mathield Styregous, indesignating another highway such as \$51320 as an interestable, a bouleased gaing drivingly brown in particular transfer groups, etc. Then about 6. Get the professor to make their energy, such as \$51320 as in interestable, a boulease of gaing drivingly brown in particular groups about 50 and the professor can make their energy, such as \$51320 as in interestable, a boulease of gaing drivingly brown in the second of the professor can make their energy, such as \$51320 as in interestable, a boulease of gaing drivingly brown in the second of the professor can be about the professor can be abou	See Comment #4
				Letent/Induced Demand	1.00Ts proces in this project is fawed. It ignores indused Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expensions, the access of freeway removals, and its traffic modeling is flawed.	See Comment #18
1260	Ginny Chilton	1/12/2023	Email	General support	Out Chairman Bogg and Commissioners: Their by our recognising that 155 through Audin is one of the most congenied mashing segments in the Solid of Teas. As this seriously adultical readway is when called the Main Dever of Teas, at Teas and solid call for held and decise action to transform that critical related infestivations in the same of the same of the same point when are point we are experiencing in our great State. According, it is writing byte becomes a complete point to the SS Code (but	See Comment 48
1261	Cined W	2/9/2023		Water Quality	Accordingly, I am writing today to sepresa my comprises support for the 135 Capinal Express Central design as proposed by TxCOT. Then's you for your consideration of this request. Garny Childry, AAI. Page RE Out flow yop along 110h to point six below at Pleasant Valley Read. Should not TXC's yop empty 6 blocks further west right below the dam? Where it is shown to empty, it is not even into the main river.	Sas Comment #255
1201	Girard Kinney	2/9/2023	Phy sica I Ce	water quarty	optiem.	Committee of the Commit
1262	Gloria Rodriguez	1/30/2023	MyCapEx Website - Comment Form	Regional Connectivity	Commuter rail between Austin and San Antorio is highly needed!	See comment #1

1263	Gopal Krishnan	2/20/2023	VOH	General support	10shiy support the 1-35 molesign plan to take it below the surface and adding more lanes. I also support the seaminess integration of west and east sides of the highway making it safe for podeotrians to access businesses and points of interests for residents of both sides and for wishors. The proposed enhancement will also reduce the noise levels for people who two close to 1-35 in development west. Therefore	Sax Comment #8
					access businesses and points of interests for residents of butth sides and for visitors. The proposed enhancement will also reduce the noise levels for people who live close to I-35 in downtown area. Thereis and keep up this great transformational work. It is much needed.	
1264	Gordy Love			Public Transit / Multimodal	Gentlement* Phritisps as park and risk system would be more beneficial and cause less congestion. Sincresis, Conton Love	See Comment #13
				Hanaparasaan	JATONETEN, MANAGEM LANDE	
				Reroute to 130	No see thought has done to disclosing the ball on 190 count design to do the business or observing to 190 to another the observed by the three t	See comment #3
				Metada to 2.30	has any stought bein given to eliminating the lobs on 100 around Austin to give the truckers an alternative to 105.1 would seem the cost would be less than the proposed project which in my mind would not relieve the traffic causes we are now experiencing.	Jan William FJ
				Latent/Induced Demand	I fear that a major project like the one proposed will only back up traffic even more during construction and not solve the problem.	See Correnant #18
1265	Grace Gibson	3/7/2023	Email	Do not widen/no build	Mobility55 Program Manager Tommy Atrego, Creetings.	See Comment #5
					creaming. As a resident of the 1-35 confider in Audin, I'm writing to urge reconsideration of the plains to expand 35. The construction will make traffic much worse for years in the heart of Audin, and there is not enough data to support the idea that expanding the intendate will improve composition. Line also delinearized that the proposed expansion will do so much disneage to any neighborhood when 1-55 alshadly divides us in ext. Please pause your plains and reconsider with more input from locals, carefor our community, enteriorised tools, and forested third resides. This is a 1-50 desiction for a 21st community data all as an Audinative all into place point.	
					Grace Gitsen	
1266	Grace Gilker	3/1/2023	Email	Do not widen/no build	MobilitySS Program Mariager Tommy Atrago, Highway expensions of this sort don't work. This process is flawed and I oppose TaDDT's plans for I-SS. I am a resident of Austin.	See Comment #5
					Highway reparations of this sort don't work. This process is flawed and I oppose TuOT's plans for I-SS. I am a resident of Austin. Grace Giber	
1267				Do not widen too heild		Na Dromat IS
1267	Grace Hosek			Do not widen/no build	Maniput Shapper Manager Financy Sortings. 14. In Closural Exerce of the Maniput Annual State of the Control State of the Control State of the Control State of the Maniput Annual State of the Control State of the Maniput Annual State of the Control State of the	See Correnal #5
					Grace Hosels	
			ŀ	Business/residential displacement	Many people and businesses would be displaced as a result of the expansion and just that does not justly the expansion. It has been seen in so many other areas of the country and even here in Texas that highway expansions do not relieve traffic but instead just bring more cars onto the road.	See Comment #21
						Sections at 3.3
				Public Transit / Multimodal Transportation	I recutal love to see a pieces on the expansion and a movement toward better public transportation. If people were able to have other ways to move around, then they might be more witing to leave their cars and there would be no need for an expansion anyways. Please look into more efficient public transit that gases past Project Connect and starts to take into account the people of the city and surrounding areas, not just those passing through.	See Comment #23
1268	Grace Scoggin	3/7/2023	Email	Do not widen/no build	and the level do not not be a requirement pump. Pleas that into more efficient board to be a finite property of the copy and pursuantly areas, not just those passage (Prospl.). Managach Requirement Prosple Managach Internet Requirement Prosple Managach Internet Requirement Prosple Managach Internet Requirement Prosple Managach Internet Requirement Prosple Managach Internet Requirement Prosple Managach Internet Requirement Prosple Managach Internet Requirement Prosple Managach Internet Requirement Prosple Managach Internet Representation (Internet Internet Managach Internet Internet Managach Internet Internet Managach Internet Managac	See Comment #5
					I give up in auths, abended UT, and coldinate to call it forms. We know expanding highways does nothing to reduce traffic, and will only make it worse. Expanding LSS will only hurt our oby, further ruin our environment, and make it less safe for pedesthates, drivers, and others alles. Do not do this. Graze Souggior	
					statistics Strongers biomys forces; fo	Six Comment #5
1269	Grace Simmons	3/7/2023	Email	Do not widen/no build	to preserve the history and culture of Austra by not allowing this expansion to happin. I support maintaining Austrias outbre and "wenthess," not building another highway that would disablely the local environment and take decades to Innan, contributing to a depressing, construction populated area in the Austria community. I sak you to think of Austriates and our one of a kind culture concerning this decision. Grace Sermons.	
1270	Grace Tsao		My	Do not widen/no build	I strongly object to the plans to connect from East 41st Street to Wilshine Boulevard, including a shared use path.	See Comment #5
			Ex We	Bike/ped safety	Witshire BV is in a residential neighborhood and connecting these streets would pose extreme danger to significant foot traffic, children, and humans.	See Comment #3D
					MobilityS Program Manager Tommy Abrego, Halfo, Lama Uf Student resident in West Campus, Lococoe TxXXV stees for 135 and Lococie expansion. I frequently visit businesses that would be demolsted if 1500Ts expansion were to continue, such as Cherywood Coffeshouse. Many of the	See Comment #13
				Public Transit /		
1271				Public Transit / Multimodal Transportation	Section. The high I contained to grant and the section of the sect	
12/1	Grace Xu					
				Business/residential displacement	Please consider alternatives to highway expansion that will actually reduce traffic in the long run such as investments in mass transit. I really do not wish to see many of the businesses I love demolshed for a project that will only owner the state of halfs in Audits.	See Comment #21
1272	Grady Young	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	field options and improved options between ATX & SATX. The current Antonia situation/limitation is embersasing. Lock forward to better naively connecting both clies for daily commutes.	Size comment #1.
1273	Graham Carter	1/11/2023	Email	General support	Date Chairman Bugg and Commissioners: I am writing today to express my complete support for the 1-SS Capital Express Central design as proposed by TADDT. 1-SS through Audin is one of the most congosion designs supported in the State of Teass. The masking reside decision action to brainform this critical inserts for efficience their is highlywing that will accommodate the rigid and immerse growth server experted in the State of the	Suc Comment #8
					we are experiencing in our great State. Thank you for your consideration of this request. Graham Carter Cordova Real Estate Ventures	
					Dear Chairman Russ and Commissionery	See Comment #8
					Duc Claims higg and Commissioner. It has you for recogniting with 25 mongh, Austin is one of the most congessed readway segreens in the Bask of Teass. As this servicely auditived readway is other called the Main Shreet of Teass, all Teams should call for bold and decisive auditors this coloral sector of a inflammative rise a colorate year. Another, the service produce where the confidence is a colorate year and a incrementable the report of an off memory powers are experiencing in our great 25 and. Another, it is married greatly between any completion from 155 Sciego (time sector and one) and you produced produced and the sequent.	
1274	Graham Duncan	2/15/2023	Email	General support	Accordingly, I am writing today to express my companies support for the ESS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
ID	Commenter Name	Date Received	Source	Topic	Connect	Responses
					As a resident of Skyline inject highland pair, / north loops in Austin, is appreciate the opportunity to provide comments on the draft Environmental Impact Statement for the Capital Express Central Project. Having carefully considered the alternatives presented in the DER, Lurge InCOT to choose the No Build Alternative Securise the benefits of Modified Build Alternative 3 would not justify the costs and impacts on the community. As noted by many well-informent members of succommunity.	See Comment #5
					Integration of processors the alternative processes in the QCE, togs In DCD to close the bits of the remarks because the benefit of Montaling build Montanian and south can point the coasts and repeats on the community. As setted by reasy and colorison and contracting of the coasts and repeats on the community. As setted by reasy and colorison and community of the coasts and repeats on the community. As setted by reasy and colorison and community of the coasts and repeats on the community of the coasts and community. As setted by reasy and community of the coasts and community of the coasts and community. As setted by reasy and coasts and community of the coasts and coasts and coasts and coasts. The coasts are setted from the coasts and co	
					* rusus on improve improve young mindulativity by relocating the spend timits on the highway and access needs. *This project thesif would worsen traitle and congression for many years, especially at a time when Austin will be building Project Connect. *The project tools demonrage the use of an imple occupancy verticeless, promote urban spraws, and thirder progress beaved maching goals of the Austin Climate and Equity Pfan.	
					 In order to expand the highway, the project would confiscate land from businesses and residents near the right of way, disproportionately impacting small businesses and minority communities. *Mostring the highway with the imited connectivity, currently in Modified Build Alternative 3, would preplutate, expand, and women the demographic drives that begins with the city \$228 mester plan. 	
					n, mercure, short we consider the property of	
1275	Graham Emmons	3/7/2023	Email	Do not widen/no build	1-32-27/20/20 activities. The common before the	
1276	Graham Moore	1/23/2023	Email	General support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 155 through Austin is one of the most congested readway suggrents in the State of Teast, As this seriously conditioned readway is offer collect that Make Street of Teast, at Transport Service of read for formal and control to the product of the service	See Comment #8
					Les Colons Bigg of Commission in The April 19 Colons (April 19 Colons 19 Col	
						See Comment #8
					Duer Chairman Bugg and Commissioners: Think you for recognizing that 1.55 through Audin is one of the most congested makehay segments in the State of Texas. As this seriously outstand condensy is their collect by Nation State of Texas, as Texas should call for bed and concine action to transform this critical selected of inflancement in the all accommodates the region and minimise growth was are opported in the Continuation of the request. Continuation (as well as the state of the second of the second of the request. Continuation (as well as the second of the second o	
1277	Graham Moore	2/7/2023	Email	General support	2717 W. Sein Street. 2717 W. S	
					email by misstains. Email is not guaranteed to be secure and could be corrupted, lost, destroyed, incomplete, or contain visues. AQUILA Commercial, LLC does not accept liability for any errors or ormissions.	
1278	Grant Cross	3/7/2023	Email	Do not widen/no build	I don't bink y'all'e actually open to public commert. I bink you are inviting our input in bad faith. I bink your community engagement is designed to check some boxes only, a mare formality. Shame on y'all'. We don't need more laines, more unit, more unit, more unit, more unit, more unit. more unit. more unit.	See Comment #5
					We don't need more lains, more unit, we read equity, community, & except. A except. A except. A expose the US separation it insent being gymer "options" that ere, in fact, all the same basic concept, expansion. Shame on you for this sham of a public input. These changes will affect the lives of millions of Tesains & your input offices no real input. You ought to be ashwared of yourselves.	

				Do not widen/no build		See Comment #5
1279	unant Wiggins			Do not widen/no build	necesspap reagues measure commy screege. I am a resident of Alexon, Tx, counsists of Fort Worth, and travel to and through Austin multiple times a year. As someone who wants efficient transportation that works for me and the residents of Austin, I oppose expansion of 135 through the city.	OM CONTINUE #3
		1			Material Shappes Manager borns (special) I are answered of Alex (), A cold of first their, and travel to another properties on the cold to rea and the resident of Audit, I oppose expense of 35 ffresign the cty- thy equation() (5.5, 1001 is growing real satisforms to traffic compation and in not considering what to bed for Audit residents and those towarding to and through Audit. Out of Eggins Out of Eggins	
	1	1				
			l f	Latent/Induced Demand	Freeway operation is namely successful and ignores that involution induced Demand it will clause through the city of Austin. This has been seen many times in Houston and other Tesas cities where construction wastes time and money without giving effective results or easing congestion. Expansion would premote more non-local staffic to use the interestate, increasing pollution and congestion.	See Contrast #18
					construction wastes time and money without going effective results or easing congestion. Expansion would promote more non-local traffic to use the infernister, increasing pollution and congestion.	
				Business/residential displacement	Expension also destroys homes and businesses and makes the area surrounding the freeway more unlinable.	See Comment #21
			l F	Reroute to 130	Expension and existings horse and obstances and makes the areas contracting the Feeting more univolate. Included of expending the Internation, brail credit to the directed amount their day on a Servey such as \$5 + 5.00 which could have to designation changed to an Internation, There is no value in that (passing through characters and enterglaterscane), receiving light for brain. There would be immersive value in a marriamental boulevaed through Audit, promoting fixed activity and public transportation that reduces bout braille. To also reduce with the day, busin, funds that would be declarated to Yeseavy expension should be declarated to internatival brain, reducing the need for call type to also reduce with the day. Busin, funds that would be declarated to Yeseavy expension should be declarated to internatival brain, reducing the need for call type to	See comment #3
					through downtown and neighborhoods, increasing traffic for locals. There would be immense value in convening LSS into a muticinal boulevant through Austin, promoting local activity and public transportation that reduces local traffic. To also reduces relatific tough, Austin, furth that would be edicidated to fereiney be edicidated to fereiney be edicidated to fereiney be edicidated to fereiney that it are the edicidated to fereine the edicidat	
					and through Austin.	
				Community Alternatives	TuDOT mends to reevaluates solutions and listen to residents and proposals from organizations like Ruthink25 to do what is best for Austin and the state of Texas.	Sax Connecut #4
1200	Const Cultivation	3/7/2023	Email	Do not widen in a build		See Community 5
2200	Green Concernsion	3/1/2023	Linai	DO NO. WIDELY HO DOING	Mobility35 Program Marrager Tommy Atrego, 1 opposes 1:35 expansion	See Constant 92
					Lower Customson	
1281	Greg Anderson	entant.		Do not widen/no build	Hill Chairman Bugg and Commissioners, They are truly disastrous and we know bother. Enabling thousands of more homes to be built 20+ miles from Central Austin coupled with Induced Demand will lead to this entire confider only becoming more congisted over time [mere years, not december].	Sax Comment #S
					decides). S. This is our chance to be forward thriving and not repeat the same mistakes from the past.	
				Community Alternatives	Please take more cues from Rethirk 35 and Reconnect Austin and do not deal Austin this bad hand that will be an even larger scar for our Capital city for the next 50 year	See Comment #4
				Climate Change	With all that we've learned over the years about the pitfalls of serving single occupant vehicles and how inefficient transportation leads to climate change and sprawl, please do not move forward with the current plans TNOOT has unveiled for Austin.	See Comment #55
		1				
1282	Greg Bosley			Do not widen/no build	ModellyS Program Manager Tomery Atrego. [In line in East Audit and all am occoside to Yx DOTs procosed to excend i-35	See Comment #5
					Material Sharpines Manager Brown (Joseph Songe). Then the Earl Assist in the register of the Conference of the Conferenc	
				Bury/tunnel	We can build a better Austin with a boulevard by routing the highway around the city center or burying it beneath something that can be enjoyed by the public	Sec Comment #25
1283	Greg Goldman	2/12/2023	VOH	General support	I am generally in flavor of the current plants with a few cawards. Access across east-west should be enhanced from the current state. Also ROW acquisition should be retembed as feasible which could be achieved, in part, by reducing 3 and 4 lanes frontages reads by one lane each.	See Correlat #S
		1			AND CONTRACTOR AND ADDRESS OF THE STATE OF T	
1284	Greg Gotimer	3/4/2023	MyCapEx Website -	Caps/Deck Plazas	H _s I So is the Personal existence of Arrise and Parasition to a shall compare consider the Park, univer	See Comment #42
			comment Form		Near This Conference anglishment of Austin and This service by submitted convenient against agent of give Segle project. In a support of the segle of Austin and This service by the Segle project. In Austin anglishment against an thin Segle of Austin and Austin Segle of Austin and Austin communities thrive: I Austinus Righters appearant this for Companies anglishments, which would impact thomas and business I Austinus Righters appearant this for Companies and Austin Austin Austin Austin Segle Austinus Austinus Righters and Austinus A	
					Infirmate Inglinear parameters into the Charrywood registerinood, which would impact homes and business Implicate day labeas in the north control deck Charrywood and charrywood registerinood, which would impact homes and business Charrywood and charrywood registerinood.	
					 Do not design/build the Cherrywood segment in a way that preduces future cappring/declaring between Dean Kealton and Airport 	
1285	Greg Kelly	3/7/2023	Email	Do not widen/no build	Mobility's Postern Manager Tomer Abratin	See Comment #5
2203	Greg rany	3/1/2023	Liai	DO NO. WIDELY NO DUNG	Michigh S Program Manager Tommy Arrago. 14, 1 (Init No Has GET Operand Manager Tommy Arrago. 15, 1 (Init No Has GET Operand means in the hopen. 15 Carting old of housing that has been there for years is creating this olds schwarder and culture strong with the mean influe of Tech & out of state Real Estate developers. When the construction is an invasive developers decided in the level to the profile of housing that has been there for years is creating this old schwarder and culture strong with the mean influe of Tech & out of state Real Estate developers. When the construction is a visual section developers decided in the profile of housing that has been therefore the profile of the pr	See Controllin #3
		1			Corporations a new exam coveropers outcome to new your it on looking to the people for arrowers a trying to pick up the people sometime to Learning etc. Cang Kathy	
1286	Greg Kitch	200	M.Carfy Website	Do not widen/no build	Invented amounted L.St. Not I Also connect rejociation in an Balt was non-immuna rendered, and not not not up that community and not not the contract of the decision of consistent with the Austria Deceased.	See Comment #5
2200	ureg rosus		MyCapEx Website - Comment Form	DO NO. WILMINGTO DURIN	Loppose expanding I-SS, but I do support rebuilding it so that we can improve crossings and cap the submerged main laines. The financing maids should be designed consistent with the Audin Strategic Mobility Plant, the Audin Transportation Criteria Manual, IACTIO Design Guides and Great Streets Standards and should include street trees instead of create clear zones instended to protect motorists on high- covert marknow.	See Continue 2
				Air Quality/Noise		See Comment #34
				An Quanty reason	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; head slaked impacts; and creates. I den't want to travel around Austin on an infertable highway, whether in a car or by walking or biocycling, I want safe, pleasant, and walkable and bikeable street.	See Continue 54
				Community Alternatives	I want community alternatives to expansion, including Recornect Austin and Rethink 35, to be fully studied	See Comment #4
				East/West Connectivity		Sax Comment 8 20
			-	Lower Speed Limits		San Comment # 395
			MyCapEx Website -			San Comment # S
1287		2/24/2023	Comment Form	Do not widen/no build	In ordinary Manifest Build Memoria an enumerated in the CEST. The streeted cross-scale for Mall Revision 2 and purpose for the following greaters. The two way independent and purpose for the following purpose for the following greater and purpose for the following purpose for t	
1287	Greg Kilch	2/24/2023		Do not wash/no odila	Abmention 2 allows for shorter crossing distances and generous religion or enhanced 'statch' bridges or caps. The significant distance between directions of travel in the conventional one-way couplet cross section of Alt 2 provisios plenty of storage for left bringing which was immediately the most for declaracied solal left bring has been storage for left bringing which was immediately the declaracied solal left bring has been solar to the storage for left bringing which was immediately the declaracied solal left bring has been solar to the storage for left bringing which was immediately as the storage for left bringing has been solar declaracied solar left bringing has been solar declaracied and the storage for left bringing has been solar declaracied a	
1288	Greg Marberry	1/13/2023	Email	General support	Dear Chairman Boar and Commissioners: Thank you for recominant that 155 through Austin is one of the most competed readway segments in the State of Texas, As this seriously continued readway is often	See Comment 48
					Date Chairman Bogg and Commissioners: Think-you for recognizing that 135 through Austin is one of the most composite reading segments in the State of Teas. As this seriously outdinind readings is often custice the Main Street of Teas, at Teas, as the same should use of the field and coincide and the special and incrementation the regular and immerse growth was are experiencing in our great State. Accordingly, in every flowly to septerate in complex upport for the SS Cognitives objected to reflect and compressed by COCT. This by the processed confidence and complex objects on the complex objects on the proper of treat-field confidence and the proper of treat-field confidence and the proper of treat-field confidence and the property of the SS Cognitive State of th	
					request.	
					Day Chairman Road and Corresionings: Thank you for prespicting that LSS through Josefin is rose of the most reposited markets contents in the Plate of Taxos. So this segrinary rephoton endown in these	See Comment #8
					Date Chaines Bogges Continuous. These, no branging regist (\$5 mags, bears are of its read organic analysis registers) in \$9.00 ft. than \$1.00	
		1			CSRE Brokerage Services	
l					Column attends the personal data CMR column and why, as well as your data privacy rights under applicable has, we available as CMR - Pheasy Planty - Miley - Privacy -	
1289	Greg Marberry	2/7/2023	Email	General support	priser Eduta = -05% T/C015/T/Cospecial retrail X-Ontest ago visit T-05% T/C015/T/C05% T/C05%	
		1				
1290	Greg MtJoy	3/8/2023	Email	Do not widen/no build	Makinda Bazon Macon Tanna Basia	See Comment #5
1290	Greg MDoy	3/6/2023	Email	Do not work/no build	Maintifs Theyware Manager Thomas (Assign Thomas (As	
					Designation and the state of th	
1291	Greg Ross	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Commy Abrego, Plassa put Une money sillotted for this flowed project towards public transportation PLEASE Goag Nose	See Commant #5
		1			Grag Wood	
1292	Greg Smith	2/8/2023	MyCapEx Website - Comment Form	General support	In favor of the majority of the changes.	See Comment #8
1293	Gregory A Rives	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Commuter rail and rail infrastructure is limiting growth in San Artonio / Austin. A liast, high capacity rail for commuting between Austin and San Artonio is the first step towards this growth.	See correct#1
		A				
1D 1294	Commenter Name Gregory Bertrand	Date Received 3/8/2023	Source	Topic Do not widen/no build	Comment Annual 25 Program Massign Thermy Abriga, Massign Thermy Abr	Responses See Comment #5
1294	wegory bertrand	3/0/2023	EHMI	DO not wastyno build	My name is Geogra; I am a nesident of Austrin, Teass and I oppose TxOD's plans for the expansion of 1-35. There is undersiable truth that expanding highways does not ease traffic. In fact, due to induced Demand, expanding highways makes traffic where it this cate does thereigh it will be a dispatch for the river of success of the world. The original results in the development of the success of the based of the category of the success of	
					I, and many others, are for removing this ugly highway that divides Austin and replacing it with a boulevand like street with tike laines and planty of access to public transportation.	
					wegsy owners	
1295	Gregory Forse		MyCapEx Website - Comment Form	Do not widen/no build	The expension of 155 will coal an enormous amount of more, energy, and displacement. It will make Audin a less describe place to live and to brow across. 155 is shready a borden as a resident of the copy, the don't not exert a challed and a present place and the provided and the second of 150 more level as a human and not prioritize fast moning excitors that push possible studys.	See Comment #5
		1				
1				Latent/Induced Demand	Most importantly, it will not fix the traffic problem it proposes to solve.	See Comment #18

					Dear Chairman Bugg and Commissioners:	See Comment #8
					Date Claimen Bogg and Commissioners: All the policy of registers for 15 Strongs, About in one of the most congested reviewy segments in the State of Teas. All Teams about call for bold and decisive action to brankfar this critical stretch of infrastructure into a reaching that will excommodate the rapid and immune grown the var experiencing from a capital city and great State. All Controls, (i.e. we're given by a segment any profits open from a 15 Storging through control and great State.	
1296	Gregory Gish	2/8/2023	Email	General support	Accordingly, I am writing today to express my compilete support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
					Hullo,	See Comment #5
					This effits to ask you by please make some much needed improvements to the plan for the central portion of the 135 plan. This plan is NOT OK with me, and everyone I know is against it too. No one likes this plan We reject this plan! We do not used more been provided in the plan of	
					nead most state of highests. See that the second of the se	
					many laned but red of the highway to be surlean below grade but without all the shifty extra lanes that just cause more pollution and displacement. Issue 1 August 1 (see 1 MARCH 1 (see 1 MARCH 1 (see 1 MARCH 1 (see 1 MARCH 1)).	
					Yall really need to think outside the box. We don't want these tired old solutions that actually just cause problems. Thank you,	
				Do not widen/no build		
1297						
1297	Gretchen Otto					
				Latent/Induced Demand	I don't went Austin to look like Katy, TD More lanes just make more traffic, this is a scientifically proven fact.	See Commant #18
				Business/residential displacement	Please make sure you are doing EVERYTHING possible to avoid displacing any residences or businesses.	See Comment #21
				East/West Connectivity	and that you are doing everything possible to prian for or include east-east crossings	See Comment #20
					and that you are controlling pollution especially as it concerns Lady Birst Lake	See Commant #34
				Air Quality/Noise	with this just an instituting shallowing section services to the second section of the second section	
1298	Griffen Ballenger			Do not widen/no build	MobilitySS Program Manager Tommy Atrego,	See Comment #5
					As a resource Autor, repose 10,01's pairs for the expansion of 135. Timpione 10,01's consistent enternative proposals for accreasing the city's trans-congession. Orifine Baltenger Orifine Data Register O	
				Latent/Induced Demand	The addition of an additional lane will not ease traffic congestion and in fact threatens to worsen it.	See Comment #18
				Business/residential displacement	The 10 years needed for construction and the destruction of local businesses to make the necessary room would not be worth the results.	Saw Comment #21
1299	Griffin Davis	1	VOH	Do not widen/no build	All of these alternatives are horitide. The highway needs to be removed completely. There should never be a Tighway going through a major oby.	See Comment #5
		1		Caps/Deck Plazas	If it needs to be kept then TxDOT must pay for and complete all the caps. It is an undue burden to force our city to pay for caps on a highway we don't even want.	See Comment #42
1300	Guillermo Garza				We need a high sceed occorate rail connection between San Antonio and Austin!	Seconnel 5.
1300	Guittermo Garza	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	The Tread a rigin spiece palaveringer rais confection between San Antonio and Austin's	DAM CONTENSION # 2
1301	Gurdane Sethi	3/7/2023	MyCapEx Website -	Do not widen/no build	Support the Austin City Council's demends for revisions to the I-SS project. The city council is the local elected government, and should have a say major changes to the city's biggest thoroughfare.	See Comment #5
		1	MyCapEx Website - Comment Form			
		1				
1302	Gus Loeffelhotz	1/30/2023	MyCapEx Website - Comment Form	Regional Connectivity	I'm writing to support consideration of funding for commuter rail in Texas. While highways will always be the main option for most Texans, rail service serves as a way to diversify transport options and decrease burden of highways. This is an important time as increase of population in the "Texas Frangier of San Amorio, Dallas, and Houston increases and as population ages.	See commant #1
			Comment Form			
					Our Chammer Bugg and Commissioners Thank you for completing that 155 through hadrin in our of the most congested reading supports in the State of Texas. As this services) soldied reading is desired to the State of Texas. As the services is the State of Texas. As the services is the State of Texas as the Sta	Sur Comment &
1303	Gustavo Lasala	1/31/2023	Email	General support	Deal's Chairmen Bugg and Commissioners: There's you for recognizing that 15-50 through Austin is one of the most congested endealing segments in the State of Texas. As it is seriously contained making in other congested the Main and Street of Texas. As it is consistent of the Main and Street of Texas as the Australia and the Australia and the Main and the Australia and the Main a	See Comment #S
		1			Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TaOUT. Thereis you for your consideration of this	
					request. Sent from my Phone	
1304	Gwen Flory	3/7/2023	Email	Do not widen/no build	Mr TxDOT TxDOT, The plan needs to include more safe and accessible bike and pediatrian lanes, as well as rail. Our answer to traffic congestion cannot continue to be adding more and more lanes - alternative forms of transportation are needed and should be	See Comment #5
					The gian needs to include more safe and accessible trike and pedestrian lanes, as well as raid. Our answer to traffic congestion cannot continue to be adding more and more lanes - alternative forms of transportation are needed and should be addressed in the name.	
					addressed in the plan. Gwen Plory	
1305	Hailey Mendez	3/6/2023	Email	Do not widen/no build	Material St. Angewin Manager Terror, Protein. State of St. Angewin Manager Terror, Protein. State of St. Angewin Manager Terror, Protein. State of St. Angewin Manager Manager Terror, Protein. State of St. Angewin Manager Manag	See Contrast #5
					My name is Halley Mendez and I live in Hyde Park a couple blocks from 35 and I oppose TxD0TS plan to expand 35, the traffic in Austin is already too much and people have the option of toils, which realistically would make Texas more money	
					rather than funding billions in thyring to make 35 bigger when it is 35 that's the main problem hims. I can't afford a car and I don't want to use an intenstate highway for my local trips. I expect Tool, Audin Citr Council, and other processinatives to Salard us for me. The council Tool, Audin Citr Council, and other processinatives to Salard us for me. The council Tool, Audin Citr Council, and other processinatives to Salard us for me.	
					hailey mendez	
1306	Haitham Amara			Do not widen/no build	About 5th Appear Manager Tomory Gregor. A Line as realised in The Count County Press are controlled to 15th September. Author is already furning this a concrete system and experience and experience and experience and experience and experience flagsteeps desert such. This proposal is not inclusive and not future thinking it is a temporary quick fix that is going to lead to more and larger problems.	See Comment #S
					IN, I am a necessit in I make Lourge. Please contribution in Lourge is please of the Lourge is please of the Lourge is please of the Lourge is please of the Lourge is please of the Lourge is please of the Lourge is please of the Lourge is pleased to make the Lourge is pleased to make the Lourge is pleased to more and larger problems. Auditin is affected by terming time is a concrete expense and expending in global work. This proposal is not inclusive and not future thinking. It is a temporary quick fix that is going to lead to more and larger problems.	
				Air Quality/Noise	It encourages more driving and worsens congestion, as well as causes significant air, water, and noise pollution, all of which disproportionately impact low income communities and people of color	See Comment #34
				Public Transit / Multimodal	Public transit systems are a much more worthwhile investment.	See Comment #13
				Transportation	P GOT, A START A START A THE ALL THAT WAS A THE AREA OF THE ALL THAT A START A	See Contract #23
1307						
1	Haley Howle	50/00		Do not widen/no build	Mr hoor hoor,	See Comment #5
1	Haley Howle	\$100,000		Do not wider/no build	We hold ficial: Tapose agending 155. Tapose agendin	See Comment 45
	Halley Howle	\$ walnut		Do not widen/no build	Its TADOT NOD. The Control of the C	See Comment #5
	Haley Howle	\$ vist men		Do not widen/no build	to hoo'r hoo'. I appear equanting 5.5. For it went to browle around Audit on an intended highway, whether in a car or by waking or bicycling. This project will discourage walking and bicycling and toward use.	Sea Connect #5
	Halley Howle	4,00,000				
	Halley Howle	g vej me		Do not wider/no build Air Quality/Noise	Egeration will warrant traffic and many other problems, including air, water, and receive publicative, health impacts, heal inlessed proposite, and considera	Sea Communit #5-33
1308	Halley Howle Hisley Woodward	\$19,000	MyCapEx Website	Air Quality/Noise	Egeration will warrant traffic and many other problems, including air, water, and receive publicative, health impacts, heal inlessed proposite, and considera	
1308	Haley Howle Haley Woodward	24,000	MyCapEx Widnite Comment Form			Sea Communit #5-33
1308	Hailey Howle Hailey Woodward	4 or one	MyCapEx Website Comment Form	Air Quality/Noise Air Quality/Noise	Expension will warrant traffic and many other problems, including air, water, and nose publican; health impacts, heal valued impacts, and costless. We need grader researcements of an quality during this 'environmental' review Explainers should study ways to text the water runtil pureurity it goes directly into the laker, our drivining water source) Exceptions suggested TROOT model pay for the proper. We do Austin supposes have to bot the late for the region and the state?	fina Continues F3-4 Tile Continues F3-4
1308	Hailey Howle Hailey Woodward	646 ma	MyCapEx Website Comment Form	Air Quality/Noise Air Quality/Noise	Expension will warrant traffic and many other problems, including air, water, and nose publican; health impacts, heal valued impacts, and costless. We need grader researcements of an quality during this 'environmental' review Explainers should study ways to text the water runtil pureurity it goes directly into the laker, our drivining water source) Exceptions suggested TROOT model pay for the proper. We do Austin supposes have to bot the late for the region and the state?	Sea Communit #5-31
1308	Hailey Howle Hailey Woodward	şoyanı	MyCapEx Website Comment Form	Air Quality/Noise	Egeration will warrant traffic and many other problems, including air, water, and receive publicative, health impacts, heal inlessed proposite, and considera	fina Continues #34 Tale Continues #34
1308	Haley Howle Haley Woodward	\$200 M	MyCapEx Website Comment Form	Air Questly/Yosse Air Questly/Yosse Air Questly/Yosse Public Transit / Mattimodal Transportation	Eganation will warrant halfill and many other problems, including an, water, and roose pollution; health impacts, healt sidened inspects, and coashes. The root gainer resourcement of any quity plant gifts inclinational resourcement of the plant of the	Toe Comment #34 Son Comment #33 Son Comment #33
1308	Halley Honote Halley Woodward	Special Section 1	MyClayEx Website Comment Form	Air Quality/Noise Air Quality/Noise	Expension will warrant traffic and many other problems, including an water, and roses publicate, head to reports, head inland impacts, and considers. We road grader measurements of an quality olding this "knowmented" review Engineers should sady very to treat this water road promethy it goes directly into the laker, and driving water sourced daily places, aggreed TOOT mode just for this proper. We should have green the head for the first this first all for the sader. We should have finded SEO SEO YES in pages, and off ramps as that should get as provily own one person one whock, the whould have finded before the sade first SEO SEO YES in pages and off ramps as that should get as provily own one person one whock, the whould have loss only lakes girls fortid TOOT actually plan for sall hear. that mode be lost years are the SEO SEO YES in the sall of the SEO SEO SEO SEO SEO SEO SEO SEO SEO SEO	fina Continues #34 Tale Continues #34
1308	Naley Honte Haley Woodward Haley Woodward Manna Whaley	47.00	MyCapEx Website - Commerce Form	Air Questly/Yosse Air Questly/Yosse Air Questly/Yosse Public Transit / Mattimodal Transportation	Expension will warrant traffic and many other problems, including an water, and roses publicate, head to reports, head inland impacts, and considers. We road grader measurements of an quality olding this "knowmented" review Engineers should sady very to treat this water road promethy it goes directly into the laker, and driving water sourced daily places, aggreed TOOT mode just for this proper. We should have green the head for the first this first all for the sader. We should have finded SEO SEO YES in pages, and off ramps as that should get as provily own one person one whock, the whould have finded before the sade first SEO SEO YES in pages and off ramps as that should get as provily own one person one whock, the whould have loss only lakes girls fortid TOOT actually plan for sall hear. that mode be lost years are the SEO SEO YES in the sall of the SEO SEO SEO SEO SEO SEO SEO SEO SEO SEO	The Comment #34 See Comment #34 See Comment #33
	Haley Woodward	g 474, 200	MyCagEx Website Commised Form	Air Quality/Yosse Air Quality/Yosse Air Quality/Yosse Public Transportation Transportation Cappi, Dack Plazas	Expension will warrant traffic and many other problems, including an water, and roses publicate, head to reports, head inland impacts, and considers. We road grader measurements of an quality olding this "knowmented" review Engineers should sady very to treat this water road promethy it goes directly into the laker, and driving water sourced daily places, aggreed TOOT mode just for this proper. We should have green the head for the first this first all for the sader. We should have finded SEO SEO YES in pages, and off ramps as that should get as provily own one person one whock, the whould have finded before the sade first SEO SEO YES in pages and off ramps as that should get as provily own one person one whock, the whould have loss only lakes girls fortid TOOT actually plan for sall hear. that mode be lost years are the SEO SEO YES in the sall of the SEO SEO SEO SEO SEO SEO SEO SEO SEO SEO	des Conneces \$3.3 See Conneces \$3.3 See Conneces \$4.3 See Conneces \$4.3
	Haley Woodward	\$2.00	MyCapEx Website Comment Form	Air Quality/Yosse Air Quality/Yosse Air Quality/Yosse Public Transportation Transportation Cappi, Dack Plazas	Eganation will warrant halfill and many other problems, including an, water, and roose pollution; health impacts, healt sidened inspects, and coashes. The root gainer resourcement of any quity plant gifts inclinational resourcement of the plant of the	des Conneces \$3.3 See Conneces \$3.3 See Conneces \$4.3 See Conneces \$4.3
	Haley Woodward	\$ 475,000	MyCayEx Website Comment Form	Air Quality/Yosse Air Quality/Yosse Air Quality/Yosse Public Transportation Transportation Cappi, Dack Plazas	Expension will worken shall worken shall and many other problems, including oir, waller, and cross politicis, heads in regulation, head in migrate, head salened impacts, and coasted. We need greater researchments of an quity plant great in workenment and an expension of the problems o	des Conneces \$3.3 See Conneces \$3.3 See Conneces \$4.3 See Conneces \$4.3
	Haley Woodward	g page man	MyCapEs Website Comment Form	An Quality/Toxinal An Quality/Toxinal An Quality/Toxinal An Quality/Toxinal Public Toxinal / Mindrinoidad Toxina/Control Toxin	Expension will worken shall worken shall and many other problems, including oir, waller, and cross politicis, heads in regulation, head in migrate, head salened impacts, and coasted. We need greater researchments of an quity plant great in workenment and an expension of the problems o	Ins Comment #34 See Comment #33 See Comment #33 See Comment #42 See Comment #42
	Haley Woodward	440.00	MyCapE Waterste Comment Form	Air Quality/Yosse Air Quality/Yosse Air Quality/Yosse Public Transportation Transportation Cappi, Dack Plazas	Expension will warrant traffic and many other problems, including an water, and roses publicate, head to reports, head inland impacts, and considers. We road grader measurements of an quality olding this "knowmented" review Engineers should sady very to treat this water road promethy it goes directly into the laker, and driving water sourced daily places, aggreed TOOT mode just for this proper. We should have green the head for the first this first all for the sader. We should have finded SEO SEO YES in pages, and off ramps as that should get as provily own one person one whock, the whould have finded before the sade first SEO SEO YES in pages and off ramps as that should get as provily own one person one whock, the whould have loss only lakes girls fortid TOOT actually plan for sall hear. that mode be lost years are the SEO SEO YES in the sall of the SEO SEO SEO SEO SEO SEO SEO SEO SEO SEO	Ins Comment #34 Ins Comment #33 Ins Comment #33 Ins Comment #42
	Haley Woodward	***************************************	MyCapt's Welsate. Commert Form	An Quality Primar An Quality Primar An Quality Primar Putics Strain / Wildinsold To require India Case Committee Case Committee An Quality Primar And Quality Primar	Equation will worken traffic and many other problems, including an, water, and rose publicion, health inequals, head salared inequals, and coashes. We read again resourcement of an quality drong this homeoment is read to explain the public of the salar and problems and the salar and problems and the salar and problems and the salar and problems and the salar and problems and the salar and problems and the salar and problems and the salar and problems and the salar and problems and the salar and problems and the salar and the sa	Ton Communi 634 Son Communi 633 Sen Communi 633 Fan Communi 633 Fan Communi 634 Tan Communi 634
	Haley Woodward	40.00	MyCapEx Watsate Comment Form	An Quality/Toxinal An Quality/Toxinal An Quality/Toxinal An Quality/Toxinal Public Toxinal / Mindrinoidad Toxina/Control Toxin	Expension will worken shall worken shall and many other problems, including oir, waller, and cross politicis, heads in regulation, head in migrate, head salened impacts, and coasted. We need greater researchments of an quity plant great in workenment and an expension of the problems o	Ins Comment #34 See Comment #33 See Comment #33 See Comment #42 See Comment #42
1309	Halley Wasshwand Halley Wasshwand Heemaa Khulen	N14-1003		An Quality Prince An Quality Prince An Quality Prince Public Steam / Wildranded To require Visitational Coast Coast Coast An Quality Visitation And Quality Prince	Equation will worken fulfill, and many other problems, including air, water, and roose publishes, head indeed impacts, hard indeed projects, and coashes. We need great measurements of an quality doing the forecommental recent Equations should also publishes to sold in coashes. We need great measurements of an quality doing the forecast problems of the coash of the	Ins Comment #34 Ins Comment #33 Ins Comment #42 Ins Comment #42 Ins Comment #34
	Haley Woodward	\$1.00 \$\frac{1}{2}\langle \frac{1}{2}\langle	MyCagEr Welster Commert Form Ernel	An Quality Prince An Quality Prince An Quality Prince Public Steam / Wildranded To require Visitational Coast Coast Coast An Quality Visitation And Quality Prince	Expension will worken shrifts and many other problems, including on, water, and roose pollution, health impacts, heat island of impacts, and coathes. We need great researchment of an quity during the "connectional time and pollution," health impacts, heat island of impacts, and coathes. We need great researchment of an quity during the "connectional time and pollution," health impacts, and coathes	Ton Communi 634 Son Communi 633 Sen Communi 633 Sen Communi 633 Sen Communi 634 Ton Communi 634
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1309	Halley Wasshwand Halley Wasshwand Heemaa Khulen			An Quality Prince An Quality Prince An Quality Prince Public Steam / Wildranded To require Visitational Coast Coast Coast An Quality Visitation And Quality Prince	Equation will worken fulfill, and many other problems, including and, water, and roose publisher, health impacts, healt shared impacts, and copules. We need great measurements of an oppin danger for the commonweal review of problems of the problems of t	Sec Connect 434
1310	Planta Workserd Planta Works 3/7/2023	Ernal	Air Quality Points Air Quality Points Air Quality Points Air Quality Points Pallic Tears / Multimodal Tears / Multimodal Tears / Multimodal Tears / Multimodal Tears / Multimodal Tears / Multimodal Tears / Multimodal Tears / Multimodal Tears / Multimodal Tears / Multimodal Tears / Multimodal Tears / Tears / Multimodal Tears /	Equation and normal halfs and many other problems, including our, water, and roose publishin; hashin impacts, had allowed impacts, and copules. We make given immediately and good problems including our, water, and roose publishin; hashin impacts, had allowed impacts, and copules. We make given immediately and problems given given becomes the second of the second	Sea Comment #33 Sea Comment #33 Sea Comment #33 Sea Comment #33 Sea Comment #34 Sea Comment #34 Sea Comment #34 Sea Comment #34 Sea Comment #34 Sea Comment #34 Sea Comment #34 Sea Comment #34 Sea Comment #34	
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ID.	Commenter Name	Date Bareivert	- Common	Yasio	Provide	Survey
- 10	Commenter numbe	Date Necessed	305704	ropic		пругия
	1				Halls, I live at 1218 Norwood Road in the Delivood 2 neighborhood. I am writing to express my objections to the proposed highway designs as they apply to the Airport / I-35 intersection. The proposed highway designs do not meet Delivood 2 mobility and access needs. This design also does not demonstrate interest in the safety of thousands of Austinities who walk or bills through this intersection.	Date Contractive 4.04
					The proposed pedestriary mixed use pathways to avelgate the Airport/1-35 intersection without a care are unnecessarily hostile to anyone without a car. Instead of diverring car drivers, who can easily traverse hits, grade changes, and increased dislatance, mixed use and use rank share and vehical. This is receibt in processor mixed medium due and the share and develored. This receibt is mixed to demand the mixed to dislatance for whether his way of the received to dislatance for white the history in the cart for the car	
					The proposed pathways also include an outrageous proposed of underpassed for pathstrains, including a very long agreement in which present an exemption of the pathstrains are expected to pass under the 8 laines of Airport Bhd instead of crossing at the intersection. The proposed pathways also include an outrageous proposed of underpassed in the pathstrains are expected to pass under the 8 laines of Airport Bhd instead of crossing at the intersection. The proposed pathways also include an outrageous proposed as a path of the pathstrains are expected to pass under the 8 laines of Airport Bhd instead of crossing at the intersection. The proposed pathways also include an outrageous proposed as a path of the pathstrains are expected to pass under the 8 laines of Airport Bhd instead of crossing at the intersection.	
					seems of the matter of people shape production and the special form of the special shape of t	
1315	Hannah Bruce	3/7/2023	Email	Derwood	Injury or specific to cor one Chance of 2 months yet access reads. This shops also been of demonstrated in the ability of thousand of autorities devial with the through the interestant reads in the contract of the ability of thousand of autorities devial who the through the contraction of the ability of t	
					Think you, Hannah Brook	
1316	Hannah Coakley	500,000		Do not widen/no build	With the city growing at such a rapid pace, now is a great opportunity to look to a future where we can build a united Austin that unifies the entire city, and provides great experiences for PEOPLE, both locals and transfer suits. Continued to receive experiences have a revenue fund in the armost part of the sum of the sum of the city focus with transportation and laid of cross in the arms distriction.	See Comment #5
					and tourists allow. Continuing to create experiences besed around cars is the wrong decision, and will only further to push the city's issues with transportation and lack of access in the wrong direction. Transk you, Kennah Coaleky	
				Recial Justice	I-SS as it exists today is a testament to the rectining and outright racism that Audin was built upon.	See Comment #3
1917	Hannah Coakley	600,000	VOH	Do not widen/no build	Continuing to create experiences based around cars in the wrong decision, and will only further to push the city's issues with transportation and lack of access in the wrong direction.	See Comment #5
				Recial justice		See Comment #3
				racai junios	1-55 as it exists boday is a testament to the rediring and outright racism that Austin was built upon. With the city greeing at such a rapid pace, now is a great opportunity to book to a future where we can build a united Austin that unifies the entire city, and provides great experiences for PEOPLE, both locals and tourises alike.	Jee Contracts 92
					Mr TubOT TubOT, To whom it may concein:	Sae Corresest #5
					I live on E 119 St a couple of block from the I-35 crossing into downtown. I'm fortunate to still be able to afford to live here, but being so close to the highway, I'm sending this note to share that I strongly oppose expanding I-35. The studies I've I conded at short that example in Inhibitives is citable to vocation the Virtual Contract.	
				Do not wirken (no heitri	35 has long been a bigin on this town, supragring the city and effectively killing our Downtown. Pouring more time and money down a hole to expand the highway will never give us the outcome that most Austinities prefer - safe, walkabble and hashable and the prefer that the prefer time of time of the prefer time of t	
				Do not widen/no build	No LOCOT MODITY. It is not 1511 DE 2 is compared fiscults from the 135 crossing retic disoration. This features is to either to be a bear, but having us clears to the highway, first working this notice to share that it comply oppose expending 135. The studies in the state of the compared of the compa	
1318	Hannah Hale				Yours in solidarily, Hannain Halle Hannain Halle	
				Air Quality/Noise	An expansion would mean more traffic, more pollution, and more danger to Austinities who need to cross this road to get to work Downtown.	See Comment #34
				Community Alternatives	I want community alternatives to expansion, like Reconnect Austin and RethrinGS to be fully studied and actually considered.	Sax Germant #4
4040						
1319	Hannah Hughes			Do not wider/no build	Abstracts Program Manager Tomary Swipers, Mark The Research Register, as an off pare resident of Disorce of the control Austin, Seed, 5 minute drive from the proposed LSS requires. Inpose IDIOT's expension for the encommental imposts of ID have on the seas and the register impost of ID have on the Australians on this seas. Inpose IDIOT's expension for the encommental imposts of ID have on the seas and the register impost of ID have on the Australians on this seas. There are seasoned bus sker have been in a challen for discussion as an application of the area of the register of ID have on the Australians of ID and a state of ID and	See Connent #5
	1				I oppose TX COT's expansion for the environmental impacts it'll have on the area and the negative impact it'll have on the businesses in this area. From new nesidents to folks who've been in Austin for decades we all joke that 155 is a nightmare (and I'm from San Antonicil So that's seying scenething;) We must imagine a different future for transit in our rapidly expanding city, its clear to	
1	1				everyone that LSS cannot be that future. Thank you for your time.	
	1				Mannah Hughisi	
1	1					
				Community Alternatives	I implove my elected officials and TXXXVT to review and deeply consider the Rethink I-SS Plan that's been proposed by multiple community voices in Azatin.	See Comment #4
				Latent/Induced Demand		See Contrast 4 %
					Expanding the highway will only lead to more traffic congestion down the line and current congestion with the expected 10 year construction time.	
1320	Hannah Khan	1/12/2023	Email	General support	I support this.	See Comment #8
					Daiar 135 Capital Express Central, Ric 135 Capital Express Central, Draft Environmental Impact Statement	See Comment #4
					Dear Governor Abbott and other Decided Officials, TaXDOT Commissioners, Staff, and Consultants, Dear Governor Abbott and other Decided Officials, TaXDOT Commissioners, Staff, and Consultants,	
					Thank you for the opportunity to comment on the proposed 153 Draft Environmental Impact Salement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Tessas AMS Transportution institute on the ReTires AMS Transportution institute on the ReTires AMS Transportution institute on the ReTires AMS and Recommendate Austin proposed. Austin processing	
					I think that the process to decide not to resarringfully consider these visible alternatives in the actual ording ES was inselegated. The maps shown in the TTI study purporting to show the proteinm of our through traffic in no way considered the myster researched ording the section of the s	
					the most dategorous alternative. It should be the Authorian Environmental Protection Act required TxDOT to meaninsfully consider meaninsful atternatives, but that accesses not to have been done in this draft EIS. There is clear community support for both the ReThink SS and	
					Data General Addition of other Description (Chicago, Modific Commissioning), pall, and Commissioning, making and an extra properties of the Section of the S	
1321	Hannah Kriegs	3/7/2023	Email		Please run the ring row analysis found throughout thousands of pugas of Ele on the Refined State Business of the Resident State Business of Please run the Refined State Business of Please run the Refined State Business of Please Run the Refined State Business of Please Run the Refined State Business of Please Run the Refined State Business of Please Run the Run throughout Run th	
1321	Hannah Krieps	3/1/2023	Email	Community Atlantatives	Trainty (b) for all that 1200 is doing to provide sale access and indicate opposits with multimosal indicate several modern contracting communities of the Autom region. Sincerey, Hannath Artispes	
					Date Chaines begins of Commissiones: These year for required by 155 frough, Action to one of the most composite readway agreems in the State of Teas. As its servicely actioned readway is often called the Main Street of Teas, all Teams should call for bold and decisive action to sensitive the first action of independent interest with a readway to the State of the State of Teas. As the State of Teas. As it is serviced in the State of Teas. As it Teams should call for bold and decisive action to sensitive the State of Teas. As it Teams should call for bold and decisive action to sensitive the State of Teas. As it Teams should call for bold and decisive action to the State of Teas. As it Teams should call for bold and decisive action to the State of Teas. As it Teams should call for bold and decisive action to the State of Teas. As it Teams should call for bold and decisive action to the State of Teas. As it Teams should call for bold and decisive action to the State of Teas. The State of Teas. As it Teams should call for bold and decisive action to the State of Teas. As it Teams should call for bold and decisive action to the State of Teas. As it Teams should call for bold and decisive action to the State of Teas. The State of Teas. As it Teams should call for bold and decisive action to the State of Teas. The State of Teas. As it Teams should call for bold and decisive action to the State of Teas. The State of Teas. As it Teams should call for bold and decisive action to the State of Teas. The St	See Connect #8
					accom to transcorm time crisican several of infrastructure into a roadway that, will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the LSS Capital Express Central design as proposed by TxCOT. Thank you for your consideration of this request.	
1322	Hannah Lloyd	3/6/2023	Email	General support	Hinnish	
1323	Hannah Rubio	2/12/2023	NA.	Do not widen/no build	Don't expand at all or at least rom'n 195	See Comment 65
	mannah Mubio		VOH			
1324	Hannah Seely	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	We need rail frensatt	See comment #1
1325	Hannah Turner			Do not widen/no build	MobilityS Program Marager Tomny Abrego,	See Comment #5
	1				TRIVELY. I sam writing to express opposition to the proposed expansion of 1.55 through diventown Audin. The proposal strikes me (and more importantly, many traffic and dity planning experts) as wrongheaded and behind the times. I think we now understand that just expanding lanes does not majorally improve traffic flow-the lanes just fill up with more traffic. But expanding the lanes will worsen quality of life in Audin.	
1	1					
1	1				I think TxDOT's current proposal needs to be scrapped so that a more thoughtful approach can be implemented. (Hopefully one that people can support and that will actually help with transportation and traffic issued) Thank you for your consideration.	
1	1					
1	1					
1	1			Bury/turnel	I would support other cotions, including perhaps burrier I 35 through how rised below grade. (Rie in Dallies, or trub in a turner, like in Septial, I realize that would be expensive, but sometimes high-quality	See Comment #25
	1			Bury/tunnel	I would support other options, including perhaps burying I-SS through town (just below grade, like in Dallais, or truly in a turnel, like in Seattle). I realize that would be expensive, but sometimes high-quality public projects are expensive	Seek LOTTERING #4.3
	<u> </u>					
					Dear Capit: Central Project Team, In the name of the Nancock Neighborhood Association, I would like to request considerably more realistic renderings of the Modified Alternative 3 throughout central Austin. The image below, for example, makes it look like there is a maximum of	See Comment #4
					Takes (East Contrad Project Seas. And Contrad P	
1326	Hannes Mandel	3/7/2023	Email	Community Alternatives	There's you and bear regards, where we more researce researings, including once a eye week, account give account manager or plainfield highway laines and a resistor amount of traffic at scale. There's you and bear regards,	
					PATITION MATCHES	
					The PDF is located in the public hearing summary, appendix F. Email Copy: Dear Mr. Williams, Mr. Abrego, Mr. Fergoson, Ms. Alahey-Ngoyen, and i-35 Capital Express Central Project Team.	See Commant #18
	1				The FDR scientifies the public featuring summary appendix F. Complete Company Company Project Was Williams No. Abreya, No. Progeson. No. Aships Vigorous, seed 135 Copyrial Company Company Project Was submitted addrawant by the instruction Significant Association (PMN appendig to 18 Copyrial Company Company Project Was submitted addrawant by the instruction of the Association (PMN appendig to 18 Copyrial Company Company Project Was submitted addrawant by the instruction of the Association (PMN appendig to 18 Copyrial Co	
					Environmental Impact Statement. In support of our position, we also include here a concise expert report by the professional travel demand modeler Norman Marshall, which raises serious concerns regarding the need, purpose, and prospect of success of the project in its current form. We hiddly say you provide amongs, in accordance with Enseportation Con-	
					\$20.53.1(b) and Yeas Administrative Code (FAC) Title 45, Part 1. Chapter 2, Subchapter E, Risk 2.107 (v)(2), to both our is well as in M. Marshalf's document. Although Ecolor is the primary represent of our comments, we have Office the food, regional, state, and federal leadness who are decision masters for our community and should be aware of residents' converse in this master of evaluations.	
1327	Hannes Mandel	3/7/2023	Email	Latent/Induced Demand	will as far exacting and tong-lasting consequences.	
	1				темрекануу ма менен ма иле төгө,	
	1					
	1					
ID	Commenter Name	Date Received	Source	Topic	Comment	Responses

1328	Hannes Mandel	3/7/2023	MyCapEx Website - Comment Form	Do not widen/no build	As you was a few took blook to you fig. or an in this word it learn it have also for the company of the company. Charact, and within the company of the comp	Sea Contractor # 5
				Do not widen/no build	In addition to the heat maps showing Traffic Visious Change for each common and peak time periods in Appendix I (https://my5Supex.com/vp content/upinals/2022/12/Appendix I Thi-Evaluation of- 1500 Bail 48-lead Chemistry, Congregation, 27, 255, coals you provise the public with maps in the declar projects for this "divide by read capacity"? My colleagues and I on the Hancos Neighbarhood Association's Temporation Committee believe the world give a mich better represented the best and best of each science on on your forms.	See Comment #5
					There's you.	
				Air Quality/Noise	The hast may be the InCOT described on page 22 and 20% appearsh in the Section (agges that inner on the neighborhood stress in Herson, Chargeson, Debook, etc., would be "May" despit in Herson, Chargeson, Debook, etc., would be "May" despit in Herson, Chargeson, Debook etc., and the Section (aggest that inner on	See Contract (\$3
1329	Hannes Mandel		MyCapEx Website - Comment Form	Laborot,	The principle of the "Principle Connect Mindright Principle (Principle Connect Mindright Principle Connect Mindrig	See Comment # Elb
				nduced Deman	N 2011. So Come for Throughouthin Measures (CTI) at CIT Assists were in an expent of they (Villege) and assess and/or go advisionable of 2012 at 2011 gentles) for DOOT on the present of Operance from Company (Villege) and the	Sea Comment of 28
					Table. Any or costs on 135 has been staller, pang down sightly in the CAMPO was even below the paradenic, wigually indicating a perference arring the population to drive less, not more. Do you conduct mode of transportation perference arrange than a population to drive less, not more. Do you conduct mode of transportation perference arrange than a transport or conduct mode of transportation perference arrange than a transport or conduct mode. The conduct arrange than a second conduct to drive less, not more. Do you conduct mode of transportation perference arrange than a population to drive less, not more. Do you conduct mode of transportation perference arrange than a population to drive less, not more. Do you conduct mode of transportation perference arrange than a population to drive less, not more. Do you conduct mode of transportation perference arrange than a population to drive less, not more. Do you conduct mode of transportation perference arrange than a population to drive less, not more. Do you conduct mode of transportation perference arrange than a population to drive less, not more. Do you conduct mode of transportation perference arrange than a population to drive less, not more. Do you conduct mode of transportation perference arrange than a population to drive less, not more. Do you conduct mode of transportation perference arrange than a population of the population to drive less.	Tea Comment # 28
1330	Hannes Mandel		MyCapEx Website - Comment Form	Latent/ nduced	ToOT warms that without the massive expansion of i-35, aftercoor peak-hour travel times would reach over 3.5 hours by 2045. Of course, that is absent. Not a single person would commute then. Rather,	See Comment #18
				Demon	ADD was that without the makine expenses of 15. Afterwarp peak has been level of all to act 25 has the 25-06. If some, that is deared, the a single peak peak was extracted in the level of all the peak peak peak peak peak peak peak pea	
					I recently come to leave of a proposed through way from west 41st street connecting to Wilshire Blod and going through our neighborhood via Schiefer to connect to Jurport Blod. First the existent way to connect to Jurport Blod should be to burn left onto frontage road before going into Wilshire Blod and following the existing roadway. There is no additional benefit to going through the Wilshire Woods neighborhood and readed will cause made harm that appear.	Sau Comment #9
1331	Harish Boini	3/7/2023	MyCapEx Website - Comment Form	Witshire	Online the seals through the engineering of the great Medical to great Medical control and the increased volume and speed of solfs. As all all residents who office the engineering of the seal through the engineering of the	
1332	Harold Garza	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	hour life is support to find the contract of t	The community of
1333	Harrison Glover	3/6/2023	Email	Do not widen/no build	Solicity St. Agreement Manager Training Anneas. This is waiting down, these you wan considered in waiting in public transportation? Partition Gloser	See Comment #5
1334	Harrison Hudson	1/26/2023	MyCapEx Website - Comment Form	General support	Date Chairmen Bugg and Commissioners: Their you for your support to address 155 through Austin in a comprehensive menor. This stretch of highway is nationally raished as the 15th word for yallic origination and between the spaces. 15th brough Austin in sends with a proper aging the service will not an indisting account you continue to thrive. I write in support of the 135 Capital Experimen County along an indisting account you continue to thrive. I write in support of the 135 Capital Experimen County along an indisting account you continue to thrive. I write in support of the 135 Capital Experimen County along an indisting account you continue to thrive. I write in support of the 135 Capital Experimen County along an indisting account you continue to thrive.	See Communit #8
1335	Harrison Hudson	2/27/2023	MyCapEx Website - Comment Form	General support	Such Claims thing and Commissioners. When you for your register should be provided by the second of highway is nationally randout as the 35th word for traffic congestion and 3nd second in the acols. 135 through Audin is a comprehensive manner. This should not highway is nationally randout as the 35th word for traffic congestion and 3nd second in the acols. 135 through Audin is a control of improvements to meet the current and futures meads of a pening register to remain our local and date accounty can control to the first to meet the current and futures meads of a pening register to remain our local and date accounty can control to the first to meet the current and first some first to remain our local and the second of	Se Connect 48
					And so my thoughts about this are when you book at expanding a highway through a city, and you hold events like this, one of the main things you have to remember is that 90.9 percent of people don't resuly case. They don't case enough to come to scenaring like this on a Thursday right. They don't not see enough to put in their comments to a count having, and what most people do in they use that brancportation methods that are most convenient for	See comment #1
1336	Harrison Wright	2/9/2023	Ver bal Co mm ent	Regional connectivity	That is impossing about this can when to produce a production of the production of t	
1937	Harrison Wright			Do not widen/no build	MobilityS5 Program Manager Tommy Abrego, Iam a resident of least Austin just a couple mines east of US, and I work right next to US as well. I use the highway and the surrounding streets on a regular basis as a pedicatrien, cyclist, and a driver.	Sau Comment #5
					1990SE ye speciated 10.5 first sending process used for highey speciations in fordermentally funds. This self not improve compations at all, it is flory induce more demand to see the higheys and does more -demanding any pane in copycing it is all years and fast process and fast paper defairs, and waitly demands the every day file of flows in ring around the higheys. We should not be subsidiary aborhan communities at the coal of flows that actually be next 155, named. Weight	
				Community Alternatives	Tauport notion/35 and their alternative proposal, redesigning arother highway as an intensiste and making (35 through downtown a boulevant. This still enables us to have a highway connected intensiste.	See Comment 44
					I support referred to each of the advanction grouped, indepenging earther fighting as an increditate and missing CED founds developed in the least and in evaluate as the hash in Egittine contenting memorities, but about intermed to the contenting or the cust of the least and the support, from the proof to intermed to the first the content intermed to the content i	
1338	Harry Swinney	2/22/2023	Email	Do not widen/no build	As heart Actual Source Library angles are present 35 Capital Express Central Ployes. I cross 35 every 5e, withing or us no piles or in my car, and the proposed project will NOT reprise the east east convention. These are the heter delinations in the proposed 55 Capital Express Central Playes for east above the pumper of the control and the proposed section of the proposed 55 Capital Express Central Playes for each delines the pumper or our originations.	Se Comment #5

1					Mobility35 Program Manager Tommy Abrego, I am a resident of the city of Austin.	See Comment #5
					Epanding I-35 has disastrous consequences:	
					Prist, Conjection will get wrise. TuDOT has expanded highways for years, even though evidence does not support expanding highways decreasing traffic. In fact, congestion is workened since expanded highways encourage more driving, known as 'Infocated Dearmant."	
					Fase a minister of the day of Judicia. The Completion of the part of Judicia Lead of The Completion of the part of Judicia Lead of Le	
					traditic finalities. The Charrywood neighborhood would be brought closer to 1-35 with the expansion. Potution, as you all know, Contributes to climate change. With the Expansion incentivizing driving, this acts as an investment in the fossi feel industry.	
				Do not widen/no build	Our local environment will also be negatively impacted. Visate such as heavy metals, oils, other toxic substances, and debris that are produced from highway construction will pollute the Lake Travis watershed which is where our drinking water in Audin cornes form.	
1339	Harsimran Kaur				Out note interventment was add on imageneys replaced, make door in which the control of the cont	
	Table 1 Table 1				I REDICT TOLOTI, Adden Ling Colonics, and other representatives to stated up for me, narranneum Assur	
				Climate Change	Phillion and curbon emissions will also increase. Air pollution is estimated to cause 7 million deaths annually, it is linked to settima, cancer, respiratory issues, heart problems, high blood pressure, and other disorders.	See Comment #51
					other disorders.	
1340	Hattie Lindsley	3/7/2023	VOH	Caps/Deck Plazas	Can you please consider wildlife crossing opportunities in this plant Snakes, butlerfiles, birds all need habitat. I support the introduction of more trees & antwork! Capping the highway for a park/pedestrian	See Comment #42
1340	Hattie Lindsley	3/1/2023	VOH	Caps/Deck Plazas	Can you please consider writtle crossing opportunities in this plant Snakes, butlenties, brids all need hateful. I support the introduction of more trees & arterioris Capping the highway for a parky pedestrian use is animating firm. In billias institute and bullias loves their highway park. Forest use of positive as lifestyfel.	Sae Comment #42
ID.	Commenter Name	Date			Comment	Responses
1341	Hayden Bridges	f-oriente	MyCapEx Website - Comment Form	Regional Connectivity	A rail connection between Austin and San Antonio would be a boon to the safety of citizens who commute daily for work, and tourists to either city visiting for night life or other late night events. We all know	See comment #1
			Comment Form		how dangerous traveling on 1-35 during rush hour is, we all know how scary driving home at 3am after a long day out is. In addition, transportation is a barrier for employment for low income individuals or people who can't drive. Clar payments, insurance, gas, maintenance, and time are just some of the expenses, while stress and actual endangement are realities for the people navigote 1-35 everyday. A well funded public transportation network just makes sense for Texans. It's time	
					for high speed rail. Dear Chairman Bugg and Commissioners:	See Comment #8
					Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Fasas. As this seriously contribute readway is often coalculy in other calculate the Main Street of Teass, all Teams should call for bold and decisive action to branching mits critical results of infestivatives in for anotative that will accommodate the result and interment erows the are according to the contribution of the state of	
1342	Hayden Humes	\$-uninesse		General support	As Common and Section Commonwealth and C	
1343	Hayden Payne			Do not widen/no build	Manifold Symptom Manager Terminy Areas, and a second of the second of th	Sac Comment #S
			1		1 ORPIGE TACKT is plans for 135 and 10PPGSE expansion. 10 years for 135 and 10PPGSE expansion. 10 years of construction for last after waters of consection relief is NOT worth it. I don't want to use an intensitate highway for my local trice.	
					I expect TuDOT, Austin City Council, and other representatives to Mand up for me. Haydeen Payres	
			1			
			1			
			1	Latent/Induced Demand	TxOOT's process in this project is flawed: It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
				Air Quality/Noise and water quality;	Highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air roise and water poliution, safety, and transportation options beyond driving.	See Comment #34 and See Comment #125.
1344	Hayle Ward			Bike/ped safety	MobilitySS Program Manager Tommy Abregio. Manning the highway through downtown would sum our beautiful city! Please make it more walkable. Adding more lanes to a congested highway never fines the problem. Haplay World	See Commant #3D
					Running the highway through deventions would num our beautiful cityff Please make it more walkable. Adding more laines to a congested highway never fines the problem. Hagha Ward	
1345	Haziel Calvillo	2-11,000	MyCapEx Website - Comment Form	Public Transit , Multimodal	Ridiculous that in one of the fastest growing chies in this country we can't get a decent system of transportation that can be regularly relied on	See Comment #13
				Transportation		
1346	Heather Barr			Do not widen/no build	His bers, My public comment is to oppose the investment in expanding 55 to shift our comprise focus or expanding the snit. With the mining costs of living in Auston, we need more affordable and accessible transportation options as towards in the size of the	See Comment #5
					haship Austracion opposite to some cases and the source case and t	
				Business/residential displacement	Only after we add more stops and routes via rail should we revisit an expansion of GS, which still may be moderately needed, but has the potential to eliminate home and business displacement and is a batter decision for invironmental reasons.	See Comment #21.
					better decision for environmental resions.	
				Multimodal Transportation	By investing more into our rail system, intercity travel will be more efficient, inclusive, accessible, affordable and environmentally friendly for all.	See Comment #20
1347	Heather Davis					
134/						
				Multimodal Transportation Do not wider/no build	MobilityS Program Manager Tommy Abrego. Lama 16 long central Texas and can remember traveling 135 as a child and making the joke that it was always under construction. The current plan to widen and expand the highway does not get at the not cause of congestion and shallic in the	Sea Contrast #S
					MobilityS Program Manager Tommy Abrego. Lama 16 long central Texas and can remember traveling 135 as a child and making the joke that it was always under construction. The current plan to widen and expand the highway does not get at the not cause of congestion and shallic in the	
					MobilityS Program Manager Tommy Abrego. I am a 16 long central Texas and can externed traveling ISS as a child and making the joke that it was always under construction. The current plan to widen and expand the highway does not get at the not classe of congestion and shallic in the	
					MobilityS Program Manager Tommy Abrego. Lama 16 long central Texas and can remember traveling 135 as a child and making the joke that it was always under construction. The current plan to widen and expand the highway does not get at the not cause of congestion and shallic in the	
				Do not widen/no build	MobilityS Program Manager Tommy Abrego. Lama 16 long central Texas and can remember traveling 135 as a child and making the joke that it was always under construction. The current plan to widen and expand the highway does not get at the not cause of congestion and shallic in the	
					Nation 5.9 regions between Transpring Nation 25 are a field and making the jale that it was deep under commission. The current plan to widen and expand the highesy does not gig at the root cause of congention and haffic in the Austria case. Austria case. On supposing designed to suppose austria and lessy passips from being taggetion.	See Connect 45
				Do not widen/no build	Mobility Sington Manager Tommy Alongs. Mod logist Sington Manager Tommy Alongs. Less a Mine of general fear and can revenemble towaring (SS as a child and naking the joks that it was always under construction. The current plan to wide and expand the highway does not get at the not cause of congestion and fraffic in the district of the supervised designed is suggested as used and New paraget form being the gighter. This time is note to increase public transportation, send stellar extend the city and finally revenige as or dry for the future.	Sea Connect 45
				Do not widen/no build	Mobility Sington Manager Tommy Alongs. Mod logist Sington Manager Tommy Alongs. Less a Mine of general fear and can revenemble towaring (SS as a child and naking the joks that it was always under construction. The current plan to wide and expand the highway does not get at the not cause of congestion and fraffic in the district of the supervised designed is suggested as used and New paraget form being the gighter. This time is note to increase public transportation, send stellar extend the city and finally revenige as or dry for the future.	See Connect 45
				Do not widen/no build	Mobility Sington Manager Tommy Alongs. Mod logist Sington Manager Tommy Alongs. Less a Mine of general fear and can revenemble towaring (SS as a child and naking the joks that it was always under construction. The current plan to wide and expand the highway does not get at the not cause of congestion and fraffic in the district of the supervised designed is suggested as used and New paraget form being the gighter. This time is note to increase public transportation, send stellar extend the city and finally revenige as or dry for the future.	See Connect 45
				Do not widen/no build	Mobility Sington Manager Tommy Alongs. Mod logist Sington Manager Tommy Alongs. Less a Mine of general fear and can revenemble towaring (SS as a child and naking the joks that it was always under construction. The current plan to wide and expand the highway does not get at the not cause of congestion and fraffic in the district of the supervised designed is suggested as used and New paraget form being the gighter. This time is note to increase public transportation, send stellar extend the city and finally revenige as or dry for the future.	See Convent 45
				Do not widen/no build	Mobility Sington Manager Tommy Alongs. Mod logist Sington Manager Tommy Alongs. Less a Mine of general fear and can revenemble towaring (SS as a child and naking the joks that it was always under construction. The current plan to wide and expand the highway does not get at the not cause of congestion and fraffic in the district of the supervised designed is suggested as used and New paraget form being the gighter. This time is note to increase public transportation, send stellar extend the city and finally revenige as or of the finally. The time is note to increase public transportation, send stellar extend the city and finally revenige as or of the finally.	See Convent 45
1348	Heather F			Do not widen/no build Do not widen/no build Public Transid / Multimodal Transportation	Making\$3 Program Manager Tomery (drags). Making\$3 Program Manager Tomery (drags). Making\$4 Program Manager Tomery (drags). Making\$5 Program Manager Tomery (drags). Making\$6 Program Manager Tomer	See Connect 45
1348				Do not widen/no build Do not widen/no build Public Transid / Multimodal Transportation	Mobility Sington Manager Tommy Alongs. Mod logist Sington Manager Tommy Alongs. Less a Mine of general fear and can revenemble towaring (SS as a child and naking the joks that it was always under construction. The current plan to wide and expand the highway does not get at the not cause of congestion and fraffic in the district of the supervised designed is suggested as used and New paraget form being the gighter. This time is note to increase public transportation, send stellar extend the city and finally revenige as or of the finally. The time is note to increase public transportation, send stellar extend the city and finally revenige as or of the finally.	See Connect 45
1348				Do not widen/no build Do not widen/no build Public Transid / Multimodal Transportation	Mobility Sington Manager Tommy Alongs. Mod logist Sington Manager Tommy Alongs. Less a Mine of general fear and can revenemble towaring (SS as a child and naking the joks that it was always under construction. The current plan to wide and expand the highway does not get at the not cause of congestion and fraffic in the district of the supervised designed is suggested as used and New paraget form being the gighter. This time is note to increase public transportation, send stellar extend the city and finally revenige as or of the finally. The time is note to increase public transportation, send stellar extend the city and finally revenige as or of the finally.	See Connect 45
1348				Do not widen/ins build Public Traval / Multivaded Traval regulation Do not widen/ins build	National Section Sec	Sac Connect #5 Sac Connect #5 Sac Connect #5
1348				Do not widen/no build Do not widen/no build Public Transid / Multimodal Transportation	National Section Sec	See Connect 45
				Do not eviden/ino build Public Teamer, Vectorooded Transporteriori Do not eviden/ino build Beginnel Connectivity	The form is now to excess point forward form the form of the control form is now to excess point for the form. The form is now to excess point forward format for the format for	Sac Connect #5 Sac Connect #5 Sac Connect #5
1348				Do not widen/ins build Public Traval / Multivaded Traval regulation Do not widen/ins build	The form is now to excess point forward form the form of the control form is now to excess point for the form. The form is now to excess point forward format for the format for	Sac Connect #5 Sac Connect #5 Sac Connect #5
	Healther F			Do not eviden/ino build Public Teamer, Vectorooded Transporteriori Do not eviden/ino build Beginnel Connectivity	The form is now to excess point forward form the form of the control form is now to excess point for the form. The form is now to excess point forward format for the format for	Sac Connect #5 Sac Connect #5 Sac Connect #5
	Healther F			Do not eviden/ino build Public Teamer, Vectorooded Transporteriori Do not eviden/ino build Beginnel Connectivity	The form is now to excess point forward form the form of the control form is now to excess point for the form. The form is now to excess point forward format for the format for	Sac Connect #5 Sac Connect #5 Sac Connect #5
	Healther F			On not wider/no build Public Teamer / Multimodel Transportation On not wider/no build Regional Connectivity On our wider/no build	Table 15 Progress through Tomay District. The control of the business and expended to selling person active and expended to selling person active and expended to selling person active and expended to selling person active and expended to selling person active and expended to selling person active and the proposition being highlighted. The toma is not to increase public business and these prospects for the day selling person active and the proposition and selling person active and the proposition active being selling person active and the proposition active being selling person active and the proposition active being selling person active and the proposition active being selling person active and the proposition active being selling person active active active being selling person active active active being selling person active	Tax Content #5 Tax Content #3 Tax Content #5
	Healther F			Do not wider/no build Public Thereir/ Multimodel To exportation Do not wider/no build Regional Connectivity Do not wider/no build Multimodel Transportation	Takes a fixed greater than a construction and separate season and season an	Tax Contract #5 Tax Contract #5 Tax Contract #5 Tax Contract #5 Tax Contract #5 Tax Contract #5
1349	Husber F Husber Foreigen			Do not wider, this build Padic Traval / Multimodal Travegoration Do not wider, this build Do not wider, this build On not wider, this build Multimodal Travegoration Multimodal Travegoration Regional Connectivity	National Section of the section of the section of expand the segment to receive the section of expand the highest does not appear to the section of expand the highest does not appear to the section of expand the highest does not appear to the section of expand the highest does not appear to the section of expand the highest does not appear to the section of expand the highest does not appear to the section of expand the highest does not appear to the section of expand the expand the section of expand the section of expand the section of expand the section of expand the section of expand the section of expand the expand the section of expand the expand the expand the section of expand the expand	Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5
	Healther F			Do not wider/no build Public Thereir/ Multimodel To exportation Do not wider/no build Regional Connectivity Do not wider/no build Multimodel Transportation	National Section of the section of the section of expand the segment to receive the section of expand the highest does not appear to the section of expand the highest does not appear to the section of expand the highest does not appear to the section of expand the highest does not appear to the section of expand the highest does not appear to the section of expand the highest does not appear to the section of expand the highest does not appear to the section of expand the expand the section of expand the section of expand the section of expand the section of expand the section of expand the section of expand the expand the section of expand the expand the expand the section of expand the expand	Tax Contract 45 Tax Contract 45 Tax Contract 45 Tax Contract 45 Tax Contract 45 Tax Contract 45
1349	Husber F Husber Foreigen			Do not wider, this build Padic Traval / Multimodal Travegoration Do not wider, this build Do not wider, this build On not wider, this build Multimodal Travegoration Multimodal Travegoration Regional Connectivity	Takes a fixed greater than a construction and separate season and season an	Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5
1349	Husber F Husber Foreigen			Do not wider, this build Padic Traval / Multimodal Travegoration Do not wider, this build Do not wider, this build On not wider, this build Multimodal Travegoration Multimodal Travegoration Regional Connectivity	National Section of the section of the section of expand the segment to receive the section of expand the highest does not appear to the section of expand the highest does not appear to the section of expand the highest does not appear to the section of expand the highest does not appear to the section of expand the highest does not appear to the section of expand the highest does not appear to the section of expand the highest does not appear to the section of expand the expand the section of expand the section of expand the section of expand the section of expand the section of expand the section of expand the expand the section of expand the expand the expand the section of expand the expand	Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5
1349	Husber F Husber Foreigen			Do not wider, this build Padic Traval / Multimodal Travegoration Do not wider, this build Do not wider, this build On not wider, this build Multimodal Travegoration Multimodal Travegoration Regional Connectivity	Takes a file tog entire the comment of the significant control of the signi	Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5
1349	Husber F Husber Freegen Haalber Forey			Do not wider, this build Padic Traval / Multimodal Travegoration Do not wider, this build Do not wider, this build On not wider, this build Multimodal Travegoration Multimodal Travegoration Regional Connectivity	Takes a file tog entire the comment of the significant control of the signi	See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45
1349	Husber F Husber Freegen Haalber Forey			Do not wider, his build Public Traval / Multimodal Traval public to the state of	Name of Section 2015. The content traveling (35 as a child and making the jake that it was always under construction. The current plan to solder and equand the highway down only gift in the content of congression and while in the children content. The content plan is considered to single-gifts audits and lake propriet from their judgetime. This time is not increase point is surgesprist, and single-gifts audits and lake propriet from their judgetime. This time is not increase point is surgesprist, and single-gifts and the content of the c	See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45
1349	Husber F Husber Freegen Haalber Forey			Do not wider, his build Public Traval / Multimodal Traval public to the state of	Name of Section 2015. The content traveling (35 as a child and making the jake that it was always under construction. The current plan to solder and equand the highway down only gift in the content of congression and while in the children content. The content plan is considered to single-gifts audits and lake propriet from their judgetime. This time is not increase point is surgesprist, and single-gifts audits and lake propriet from their judgetime. This time is not increase point is surgesprist, and single-gifts and the content of the c	Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5
1349	Husber F Husber Freegen Haalber Forey	3/4/2023	Ernal	Do not wider, his build Public Traval / Multimodal Traval public to the state of	Name of Section 2015. The content traveling (35 as a child and making the jake that it was always under construction. The current plan to solder and equand the highway down only gift in the content of congression and while in the children content. The content plan is considered to single-gifts audits and lake propriet from their judgetime. This time is not increase point is surgesprist, and single-gifts audits and lake propriet from their judgetime. This time is not increase point is surgesprist, and single-gifts and the content of the c	Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5
1349	Husber F Husber Freegen Haalber Forey	3/6/2023	Ernal	Do not wider, his build Public Traval / Multimodal Traval public to the state of	National Section Sec	Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5
1349	Husber F Husber Freegen Haalber Forey	3/6/2023	Ernal	Do not wider, his build Public Traval / Multimodal Traval public to the state of	Name of Section 2015. The content traveling (35 as a child and making the jake that it was always under construction. The current plan to solder and equand the highway down only gift in the content of congression and while in the children content. The content plan is considered to single-gifts audits and lake propriet from their judgetime. This time is not increase point is surgesprist, and single-gifts audits and lake propriet from their judgetime. This time is not increase point is surgesprist, and single-gifts and the content of the c	Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5
1349	Husber F Husber Freegen Haalber Forey	3/4/2023	Email	Do not wider, his build Public Traval / Multimodal Traval public to the state of	Takes discognished to suggested a suggested action and suggested and suggested and suggested and suggested actions actions actio	Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5
1349	Husber F Husber Freegen Haalber Forey	3/6/2023	Email	Do not wider, his build Public Traval / Multimodal Traval public to the state of	Takes discognished to suggested a suggested action and suggested and suggested and suggested and suggested actions actions actio	Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5 Sea Construct #5
1349	Husber F Husber Freegen Haalber Forey	3/6/2023	Email	Do not wider/no build Public Transit / Multimodel Transit / Multimodel Transit / Multimodel Transit / Multimodel Transit / Multimodel Do not wider/no build Multimodel Transitority Laters/ Yorkcod Demand	Name of Section 2015. The content traveling (35 as a child and making the jake that it was always under construction. The current plan to solder and equand the highway down only gift in the content of congression and while in the children content. The content plan is considered to single-gifts audits and lake propriet from their judgetime. This time is not increase point is surgesprist, and single-gifts audits and lake propriet from their judgetime. This time is not increase point is surgesprist, and single-gifts and the content of the c	Tax Contract #5 Tax Contract #5 Tax Contract #5 Tax Contract #5 Tax Contract #5 Tax Contract #5 Tax Contract #5 Tax Contract #5 Tax Contract #5 Tax Contract #5 Tax Contract #5
1349	Husber F Husber Freegen Haalber Forey	3/6/2023	Email	Do not wider/no build Public Transit / Multimodel Transit / Multimodel Transit / Multimodel Transit / Multimodel Transit / Multimodel Do not wider/no build Multimodel Transitority Laters/ Yorkcod Demand	Takes discognished to suggested a suggested action and suggested and suggested and suggested and suggested actions actions actio	Tax Contract #5 Tax Contract #5 Tax Contract #5 Tax Contract #5 Tax Contract #5 Tax Contract #5 Tax Contract #5 Tax Contract #5 Tax Contract #5 Tax Contract #5 Tax Contract #5

		2/1/2023	Email	Do not widen/no build	Caused ig the Control Signate of 1.55 is not the present value. To CPT expense, sourch ye readings, tools within 15th Listins, organize reviews, and the readings between two discipliness. The control Signature represents a processor of the control Signature represents a control signature represents a processor of the control presents of the control presents between two control presents of the control presents o	Sac Commert #S
1352	Heather Hunziker				poject this invincation broad be employed more identified to exceed the process of the project. (b) Right of way areas should be imited to 50 mph speeds or less and limited to no more than two lanes in each discident. Isolal formation to using revisions that better support the needs of travelers and communities will set the communities who live with 155 every day Healther Husbler:	
				Caps/Deck Plazas	ENABLE CONTRING ISS IN NORTH CEXTINAL AUSTIN AND OTHER LOCATIONS AND PREVIOUSLY EVAILED BY TODD!. This large or "capping" over the highway provides clear community benefit by removing, making and air portution from neighborhoods and creating new shared public spaces. ThO'D should commit to designing for future covering of 1-55 through residential neighborhoods and creating new shared public spaces. Tho'D should be recommentally personal. Trade-off-should be removal of a might adjusted be recommentally benefits that can be a business through additional covering of 1-55 through residential covering	See Comment 4/2
				Business/residential displacement	Equade highways bring increased publishor, register financial impacts, and years of construction descystion. TxXXII must minimize the many registers extremes of this central highway on human health and the vibrancy of central Audion registers code.	See Comment #21
1353	Heidi Dickson			Air Quality/Noise and water quality;	No INDOT NOOT. Expension in Burners traffic and many other problems, including air, water, and noise problems, health impacts; healt hispacts; and creates The Dission in Burners traffic and many other problems, including air, water, and noise problems, the burners in Burners and creates. The Dission is a constitution of the Burners and Constituti	See Comment #34 and See Comment #105;
				Business/residential displacement	It will also displace long time Austin businesses and single family homes.	See Comment #21
1354	Helen Jobes	4/94/0001		General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often	See Comment #8
					Dur Chaimmit Bugg and Commissioners: Think, you for recognizing that 135 forcing fluction is one of the most composed readway segments in the State of Teass. As this seriously outsided modeway is often could be fluid for the serious of the seriou	
1355	Herber Banda			Do not widen/no build	Making Shippings Manager Tomory Alongs, Logopout the triplings expansion for 3.5. Expansions do not address the root causes of traffic and do not offer alternatives to nesidents in Austin. Horse Elancia	ter Commert 4'S
				Multimodal Transportation	The state and city should invest in alternative modes of transportation to lessen braffic and better correct neighborhoods within the city via other nodes.	See Comment #20
1356	Hermel inda Zamarr		MyCapEx Website - Comment Form	Air Quality/Noise	Concerned about continuing noise, air and waite policion. Concerned about Audin trapayers paying for it.	See Connect #34
	ipa			Business/residential displacement	Concerned about toking resintborhood. Live close to the histney, and have NOT received information about the expansion.	See Comment #21
					Concerned accost casing religiocompose, is see once to the rightway, and news not inconvision accost the expansion. How will traffic be diverted during construction?.	See Comment #21 See Comment #278
					Now was trained be diversed ourning construction. S. 18 wheelers and big rigis should be diverted to the bot road. We were assured this would happen and it never did.	See Comment #3
ID .	Commenter Name	Date Received	Source	Topic	Commiet	Regones
					Mobility35 Program Manager Tommy Abrego,	See Corrent #5
				Do not wider/no build	Mobility Shapes Monager Temmy Monage, the an endated of Dails, the the femore in a fusion 1, valued Austin India and 1922, the litter time I started to to day to reger than reseded as I could a spend additional time and monage at Austin India and Shapes (a four time I and a femore I and	
1357	Hexal Colorado			Multimodal Transportation	This can obtain to be specifically and distance on news, expended, and rebuilt highways in Texas, thereby perturbating dependence on cars for those who are able and marginalizing those who are not observed to an extra the contract of the	See Connect #20
				Community Alternatives	109002 plans from IXDOT for 135 expansion. I OVPOSE any and all forms of highway expansion. I SUPORT the RethinkSS Proposal. I AM FOR greater investment on sidewalds, torgot infrastructure, and natural resourcements.	See Comment #4
					1:000 1:35 Cap Ex Central Team, Since Central Team, Special Central Team, Since Central Team, Special Te	See Correlat #30
					Note was hear that is been labeling short account, development with 135 Cap for Carrier they pipolity ignore local account, development and the importance of being patient in with within a city, including earling and across the 35 conduct, for the 224 Century and beyond is increasingly important that people are able to waits confortably, safely, and alle to access the goods are services they need.	
1358	Heyden Walker					See Comment #34
					Mailable urbanism will provide as forful an extraoric base for the 21st century excurring as shraids sub-obstained of for the late 20th century and will be for more environmentally resilient by wealing thingles that one for fewer carbon environmental size per-cipila household energy use and envisions from chring.	
				East/West Connectivity	This is a large part of why the Audit community, along with ow excised officials, has repeatedly evapored three connections great across \$2.5, a continuous cap from this \$2.0 kilyout that effects to be connected or the City of Audit Community, along with ow excised officials, has repeatedly evapored three connections great across \$2.5, a continuous cap from this \$2.0 kilyout that effects to be connected or the City of Audit Community and Count Streets Measure Plans, and safe shared sale paths that are protected by trees (between the SLP and any clear zones). and any clear zones,	See Commer(#20
1359	Heyden Walker	3/6/2023	Email		Lead Capt Sears. On Refusing 27, 2009, and cy of Justin Bogsis and Pulsarian Advisory Countils, (BECRAC) held a joint meeting and approved the attached recommendation regarding (15 Capt St. Currost.) This is in response to the ODS and is heavily submitted in the record. (The PEP is located in the public heaving summary, appareds 7.) This is you.	Sec Comment #30
					The St. Copie Express devices. The appearance of the deposition of the appearance of the St. Copie Express of the appearance of the St. Copie Express of the appearance of the St. Copie Express of the appearance of the St. Copie Express of the appearance of the St. Copie Express of the Appearance of the St. Copie Express of the St. Copie Expres	So Comment #34
1360	Heyden Walker			Do not widow, his build	Charl 155 Capilat Express Central. These year for the standard Express Central County of County	Des Comment 4%

					Nav. 150 confet Symme Connet. And St. Social of Symme Connet. And St. Social of Symme Connet. And St. Social of Symme Connet. And St. Social of Symme A Symme A Set for Innoverserial integral Statement and Consultants. That is port of the good price of Symme A Set for Innoverserial Integral Statement and for the attempt to consider the date of maximighty consistency maximight alternatives in the ES process, including the study done by Sea. Ask Temperature Institute as in a following Symme A Set for Innoverserial Integral Statement Integral Set for Innoverserial Integral Statement Integral Set for Innoverserial Integral Statement Integral Set for Innoverserial Integral Statement Integral Set for Innoverserial Integral Set for Innoverserial Integral Set for Innoverserial Integral Set for Innoverserial Integral Set for Innoverserial Integral Set for Innoverserial Integral Set for Integral Security Integral Set Integral Security Integ	See Comment #5
					Ris 35 Capital Express Central, Units Environmental Impair Calestrania Dear Governor Abbott and other Excited Officials, InDIO Commissioners, Staff, and Consultanib,	
					These, you for the opportunity to comment on the proposed 135 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful atternatives in the EIS process, including the study done by Tesas AMI Transportation institute on the RPINIEAS and Recommend Audit processing.	
					I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of out through traffic in no way considered the	
					imprise reasons the 50ste of Texas might reasonably decide between meaningful alternatives. Given that the natio of traffic deaths per vehicle make traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative.	
				Do not widen/no build	Thanky you for all that TXDOT is doing to provide safe access and mobility options with multimodal networks weven into the thriving communities of the Austin region. Sincerely, thousand you have been all the provide safe access and mobility options with multimodal networks weven into the thriving communities of the Austin region. Sincerely, thousand you have been all the provide safe access and mobility options with multimodal networks weven into the thriving communities of the Austin region. Sincerely, thousand you have a support of the provide safe access and mobility options with multimodal networks were not access and mobility options with multimodal networks were not access and mobility options with multimodal networks.	
				Community Alternatives	I sought in believe Environment in Present Act required (COT) in recomplying consider managing all internations, but this oppose not it is too be been done in it is bed 45. Then is since commonly appoint to be the high Active and the second of the second of the second of the second of the second of the second of the active and the TS study was interesting, it in no way is a spinoment for strongly assigning this himself was discovered and the TS study are second of the TS study was interesting, it is no way is a spinoment for strongly assigning this himself was discovered and the TS study was interesting, it is no way in a spinoment for strongly assigning this himself was discovered and the present and the second of the TS study was interesting, it is not was a spinoment for strongly assigning the third and the terminal properties and the TS study was interesting, it is not was a spinoment for strongly assigned the terminal properties and the total properties the transfer and the terminal properties and the total properties the transfer and the terminal properties and the total properties and the total properties the transfer and the transfer and the terminal properties and the total properties and the	See Comment #4
					support for both the WHTMYSS and Reconnect Austin proposals, including various levels of electron discussions along TADOT to sensorably consider manipular alternatives. While the TTI study was interesting, it in no way is a replacement for thereoughly analyzing Molifische's and Reconnect Austin in the ESE and TADOT failed not TADOT failed not provide any analyzing Molifische's and Reconnect Austin in the ESE and TADOT failed not provide any analyzing Molifische's and Reconnect Austin in the ESE and TADOT failed not provide any analyzing Molifische's and Reconnect Austin in the ESE and TADOT failed not provide any analyzing Molifische's and TADOT failed not provide any analyzing Molifische's and TADOT failed not provide any analyzing Molifische's and TADOT failed not provide any analyzing Molifische's and TADOT failed not provide any analyzing Molifische's and TADOT failed not provide any analyzing Molifische's and TADOT failed not provide any analyzing Molifische's and TADOT failed not provide any analyzing Molifische's and TADOT failed not provide any analyzing TADOT failed not provide any analyzing Molifische's and TADOT failed not provide any analyzing Molifische failed not provide any analyzing the TADOT failed not provide any analyzing Molifische failed not provide any analyzing Molifische failed not provide any analyzing Molifische failed not provide any analyzing Molifische failed not provide any analyzing Molifische failed not provide any analyzing Molifische failed not provide any analyzing Molifische failed not provide any analyzing Molifische failed not provide any analyzing Molifische failed not provide any analyzing Molifische failed not provide any analyzing Molifische failed not provide any analyzing Molifische failed not provide any analyzing Molifische failed not provide any analyzing Molifische failed not provide any analyzing Molifische failed not provide any analyzing failed not provide any analyzing failed not provide any analyzing failed not provide any analyzing failed not provide any ana	
					alternatives. Please run the rigorous analysis found throughout thousands of pages of ES on the ReThink3S and Reconnect Austin proposaks.	
					TACOT LSS Cap Ex Central Team. The distanced report from Parkel II, "Tigliplay impact: Ubus Healt Malarini" is attached here and submitted as part of the polic record for the DES, (The 190's located in the public bearing summary, apparently."). The report modes in improving the membrology of criefs, building compact criefs as selection. This is because geniter compactness helps to reduce the proportions of reads and highways, Chin a similar rate, a higher compactness will encourage the reduction of a	See Comment #30
					The interprise of the interprise of the control of	
					need for cars and automobiles. There is no heat island analysis in the DES, regardless of the fact that 1-35 will be even wider, with more concrete and impervious cover, than exists today. Please include a heat island analysis in the DES. Heat is a critical issue in Texas and will	
				Bike/ped safety	become more so with climate change. Austin is already experiencing the hottest summers on record. Thank you,	
				carely pec seriesy		
1361	Heyden Walker					
					TIDOT Fells,	See Comment #558
					T-COT Folios. Jack wird: to be sure you have this article from Air Alliance Houston (PCF ettached), (The PCF is located in the public hearing summary, appendix P). This is well-researched data and should be included in the official record for the CES. Thesis you,	
1	1			Air Quality		
1						
ID	Commenter Name	Date Received			Comment	Responses
					Nate 136 Capital Expense (Learnier, Out Environmental Impact Statement Law Concern Addition and other Description (Concessaries, Data Concessaries, Data Concessarie	See Commant #30
					Date Course About and other Education (Sissian Strong Consistents). Date Course About and other Education (Sissian Strong Consistents).	
					Thank you for the opportunity to comment on the proposed 155 Draft Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currenty included in the proposed. 155 Draft Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currenty included in the proposals. I wish India from the proposal of the propos	
					freedom of a safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't.	
					the Audin region. The regional good from the supervisor to suggery spaces up young conserva any accordance where the contract of the suggery spaces and desires or the visor region of the resiscent space of the suggery spaces and the suggery spaces are spaces and the suggestion of the suggestion spaces and the suggestion spaces are spaces and the suggestion spaces are spaces and the suggestion spaces are spaces and the suggestion spaces are spaces and the suggestion spaces are spaces and the suggestion spaces are spaces and the suggestion spaces are spaces and the suggestion spaces are spaces and the suggestion spaces are spaces are spaces and the suggestion spaces are spaces are spaces and the suggestion spaces are spaces are spaces and the suggestion spaces are spaces are spaces are spaces and the spaces are spaces are spaces and the spaces are spaces are spaces and the spaces are spaces are spaces are sp	
					Missippe that I want to live.	
					Is Audion rigin. The riginous growth research that groups a facilities will be seen and region of members to image or an expectation to leave the region of the facilities of the region of the seed of the region of the facilities of the region of the facilities of the facilities of the facilities of the facilities of the region of the facilities of the	
					Assin scenarios. This analysis should use matiple reasonable future growth scenarios including the equitable Transit-Oriented Development scenario that was made available to the Texas A&M Transportation Institute when they were development analysis for this profest.	
1362	Heyden Walker	3/7/2023	Email	Bike/ped safety	Please optimize any scenario to improve aside, multimodal access for people access the Austin region for all modes, including cars and trucks, but not limited to the current focus on long distance single occupant vehicle trips. Takes optimize any scenario to improve aside, multimodal access for people access the Austin region for all modes, including cars and trucks, but not limited to the current focus on long distance single occupant vehicle trips.	
					Training point and that I mode is during an improve amount included included by	
1363	Hilary Haines			Do not widen/no build	Absolute Progress Manager Formery progress. The Progress Manager Formery progress of the Section of the Section Section Section Section Section Section Section Section Section Section Section Section Section Section Sec	Sac Comment #5
					don't want to drive there. This is what I see when I visit some American and most international crises and it's such a better way to move through life so why can't we have these nice things? It's in your hands! Hillar halings.	
				Regional Connectivity	I'd love an interstante train that connects me to a robust public trainsit system. Plus it's way safer than driving.	Sée connerant #1
				Reroute to 130	Be coste the intensite around Austin and consider a boolevard in the city to make it a more desirable place to law with less air and noise collusion, and welk and bisability.	Secondaria 43
						Sec Current #8
					Date Chains the gas of Commissions. The pay for recognition 1 15 through Justin is one of the most congoded readway agreem in the State of Yeas. As this servicely actificate readway is often called the Main Street of Yeas, all Years should call for bold and decisive action to include the Order of Indicated the Indicated Ind	SAM COTTENENT # 00
					action to transform this critical stateth of infrisdructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, it am writing today to express my comprehend support for the 1-55 Capital Express Cantral designs as proposed by TSOOT, I-III Microsson.	
1364	Hill Morrison	3/6/2023	Email	General support	All the state of t	
1365	hillary paris					
		1/26/2023	MyCapEx Website - Comment Form	General support	The socials for the representant COS is a read that many Audolobes are of if all plannine. The improved creatings through Justice will help seed and seed connecting. This project will represe posteriors	See Connect 45
1366		1/26/2023	MyCapEx Website - Comment Form	General support	The social for the improvement, CSS is a road that many Audinties ared if at all people. The improved crossing in through Audin will hely seat and west connectivity. This project will improve periodicise and vehicular suling, Cs (DxOST Cs).	See Connect #8
	Hiten Bhatpuria	1/26/2023	Comment Form	General support Unreliated comment	and vehicular safety, Co TxCOT Cot	See Connect 46 Consider a connect Connect Consider a connect Consider a connect Consider a connect Consider a connect Consider a connect Conne
	Hiten Bhatpuria		Comment Form		The excited for the improvement, \$255 is a reset that many Audithias aroust if at all pressible. The improved crossings through Austin will have seed and west connectivity. This project will improve probletions and white on \$1,000 Gat. White our company was invited in \$1,000 Gat. White our compa	
	Hiten Shatpuria		MyCapEx Website - Comment Form MySSConstructi on Website - Comment Form		and selected analogy of 1607 Gat and 1607 Gat and 1607 Gat analog and 1607 Gat analog and selected and 1607 Gat analog and selected and 1607 Gat analog and selected analog and selected analog and selected analog and selected analog and selected analog and selected analog and selected analog and selected analog and selected analog and selected analog	Consisted contenent
	Hitan Bhatpuria		Comment Form		and selected analogy of 1607 Gat and 1607 Gat and 1607 Gat analog and 1607 Gat analog and selected and 1607 Gat analog and selected and 1607 Gat analog and selected analog and selected analog and selected analog and selected analog and selected analog and selected analog and selected analog and selected analog and selected analog and selected analog	
	Hiten Bhatpuria		Comment Form		and selected analogy of 1607 Gat and 1607 Gat and 1607 Gat analog and 1607 Gat analog and selected and 1607 Gat analog and selected and 1607 Gat analog and selected analog and selected analog and selected analog and selected analog and selected analog and selected analog and selected analog and selected analog and selected analog and selected analog	Consisted contenent
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	Hiten Shatpuria		Comment Form		and selected analogy of 1607 Gat and 1607 Gat and 1607 Gat analog and 1607 Gat analog and selected and 1607 Gat analog and selected and 1607 Gat analog and selected analog and selected analog and selected analog and selected analog and selected analog and selected analog and selected analog and selected analog and selected analog and selected analog	Consisted contenent
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	Hisen Shatguria		Comment Form		Indicate an experiment, the contract of the co	Consisted contenent
	Hilain Bhalguria		Comment Form		Indicate an experiment, the contract of the co	Consisted contenent
	Hithern Bhintipuris		Comment Form		and selected analogy of 1607 Gat and 1607 Gat and 1607 Gat analog and 1607 Gat analog and selected and 1607 Gat analog and selected and 1607 Gat analog and selected analog and selected analog and selected analog and selected analog and selected analog and selected analog and selected analog and selected analog and selected analog and selected analog	Consisted contenent
			Comment Form	Unreliated comment	Indicate an experiment, the contract of the co	Consisted contenent
1367	Hiteen Shelgouria Hiteen Shelgouria		Comment Form	Unreliated comment	Indicate an experiment, the contract of the co	Consisted contenent
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1367			Comment Form	Unreliated comment	Intelligence of the contract o	Consisted contenent
1367			Comment Form	Unreliated comment	Intelligence of the contract o	Consisted contenent
1367			Comment Form	Unrelated connect Do not widen his build	Intelligence of the contract o	Constant sommet See Contract 45
1367			Comment Form	Unrelated connect Do not widen his build	Indicate an artificial process of the process of th	Constant sommet See Contract 45
	NJ Rohard	V:10/2023	Commert Form MySSCommert Commert Form	Unrelated conversed Do not widen his build Bite pad sullny	Intelligence processors and processors of the contractive of the contr	Description (Section 1997) See Connect #50
1367			Comment Form	Unrelated connect Do not widen his build	Intelligence processors and processors of the contractive of the contr	Constant sommet See Contract 45
	NJ Rohard	V:10/2023	Commert Form MySSCommert Commert Form	Unrelated conversed Do not widen his build Bite pad sullny	Intelligence consequences are related in 2 spills's management for the 2555-255-255 allows connections and we performed traffic soming to service desirable valued in 2 spills management for the 2555-255-255 allows connections and we performed traffic soming to service desirable valued in 2 spills which we desire with the 2555-255-255 allows were performed. We contrast allowagement for the 2555-255-255 allows were performed. We contrast allowagement for the 2555-255-255 allows and performed traffic valued for the 2555-255-255 allows and performed traffic valued for the 2555-255-255 allows and performed traffic valued for the 2555-255-255 allows and performed traffic valued for the 2555-255-255-255 allows and performed traffic valued for the 2555-255-255-255-255-255-255-255-255-25	See Connect #50
	NJ Rohard	V:10/2023	Commert Form Mg/SCHMING Ger Westel Commert Form Ernal	Unrelated conversed Do not widen his build Bite pad sullny	Indicates water, particular and unique of 10 CHO CHO CHO CHO CHO CHO CHO CHO CHO CHO	See Connect #50
1368	NJ Richard	V:10/2023	Commert Form MySSCommert Commert Form	Unrelated conversed On roll evider, ino build Do roll evider, ino build Con roll evider, ino build	Intelligence processors and processors of the contractive of the contr	Doctored connect See Connect 45 See Connect 460 See Connect 460
1368	NJ Richard	V:10/2023	Commert Form Mg/SCHMING Ger Westel Commert Form Ernal	Denote wider, no hald Do not wider, no hald Black year awfury Do not wider, no bald On not wider, no hald	Intelligence of the process of the p	Description comment Des Comment #5 See Comment #5 See Comment #5 See Comment #5
1368	NJ Richard	V:10/2023	Commert Form Mg/SCHMING Ger Westel Commert Form Ernal	Unrelated conversed On roll evider, ino build Do roll evider, ino build Con roll evider, ino build	Indicates water, particular and unique of 10 CHO CHO CHO CHO CHO CHO CHO CHO CHO CHO	Doctored connect See Connect 45 See Connect 460 See Connect 460

1370	Hully Memick Honor Luna		VОН	Do not widen/no build Copin/Geo Presso Fernode to 130 Do not widen/no build	Internal basis you must be to quarter from your and a series of the property o	See Comment #5 See Comment #42 See Comment #43 See Comment #3
				Multimodal Transportation	Modelpith Region Modelpith Terminal Processing Section (Section 1) and the PROOF projecting self-mode between deglerates and hart regions to allow search, but it dippered. The Commission of t	See Connect RD
					make this solde much more attrictive for others to decide to move here.	
1372	Home	1/31/2023	Email	General support	Conception begand Commissioners have joe for required by the property of the control of the cont	See Connect 48
ID	Commenter Name	Date Received	Source	Topic	Cormiet	Responses See Comment 45
1973	Hope Base	3/7/2023	Erniël	Do not widen/no build	TO CASE COLORS AND TO COLORS AND THE ADMINISTRATION COLORS AND THE	
1374	Hosann a c	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	No need a commuter relively system that connects the major cities in teas.	Sw comment #1
1975	Bo Hudson Gaines-Ross	3/7/2023	Email	Air quality/noise	Mobility35 Program Muragor Tommy Abrego,	See Comment #34
					Foon hear the draffic already all day and it get smogge, You've gomes just make it worse by adding more lanes shadom Garnes-from	
1376	Hufsa Husain	3/8/2023	Email	Do not wider/no build	hadan Giras Ross	See Comment #5
	Hufsa Husain		Email		makes during flux Making 5 Project Manager Trenty Abregs. COMMED EXCEND plant for 158 and COMMED expension. TLOOTs process in this project in fleesd, highway expansion desort work 8.10 years as an instance encount of time full as Tussian.	See Connect 45
1376	Hufaa Husain Hugh Harria		Email	Do not widen, no build Do not widen, no build Do not widen, no build	hadan Giras Ross	See Connect #5: See Connect #5
	Hufae Husein Hugh Harris		Errail		Assistable Singless Manager Training Monage. Assistable Singless Manager Training Monage. Assistable Singless Manager Training Monage. Assistable Singless Manager Training Monage. Manager Training Monager Training Monager. Manager Training Monager Training Monager Training Monager. Manager Training Monager Training Mona	See Connect 45 See Connect 45 See Connect 45
	Hulla Hussen Hugh Harris Hugh Yasunoto		Email Email VOH	Do not widen/no build	Modatop3 Program Manager Townsy Abrego. Modatop3 Program Manager Townsy Abrego. (10990000 ECO) spent for 155 and (10990000 expension 1,5001% process in this project in Steard, Nighway expansion desen't wirk ± 20 years as an insaline amount of time Modatop3 Program Manager Townsy Disrag. Modatop3 Program Modatop3 Pro	
1377		3/6/2023		Do not widen/no build Do not widen/no build Public Transil / Mutstmodal Transportation Public Transil	Assistable Singless Manager Training Monage. Assistable Singless Manager Training Monage. Assistable Singless Manager Training Monage. Assistable Singless Manager Training Monage. Manager Training Monager Training Monager. Manager Training Monager Training Monager Training Monager. Manager Training Monager Training Mona	See Connect #33
1377	Hugh Yasumoto	3/4/2023 3/4/2023	VOH	Do not widen/no build Public Towns / Multimodus Transportation Public Towns / Multimodus Transportation Regional Connectivity Public Towns / Multimodal Transportation Transportation	Making S Progress Manager Transport Serges. Making S Progress Manager Transport Serges. Making S Progress Manager Transport Serges. Making S Progress Manager Transport Serges. Making S Progress Manager Transport Serges. Making S Progress Manager Transport Serges. Making S Progress Manager Transport Serges. Making S Progress Manager Transport Serges. Making S Progress Manager Transport Serges. Making S Progress Manager Transport Serges. Making S Progress Manager Transport Serges. Making S Progress Manager Transport Serges. Making S Progress Manager Transport Serges. Making S Progress Manager Transport Serges. Making S Progress Manager Transport Serges. Making S Progress Manager Transport Serges. Making M M Making M M M M M M M M M M M M M M M M M M M	Sea Connect #13 Sea Connect #13

1381	Hume Spike	3/7/2023	Email	Do not widen/no build	MobilitySS Program Manager Tommy Abrogo,	See Comment #5
					MakingSir Program Manager Tramps (seeper). And of the state of the recovery presents it will make the stage of common or crimate, recovering more delined, buildings from seal from the recovery presents. It will intend the stage of the stage of the recovery presents of the stage of the stag	
						See Comment #8
					Date Chairman Bugg and Commissioners: Thank you for recognizing that LSS through Audin is one of the most congested readway segments in the State of Texas. As this seriously outstand modeway is than collect the Main Street of Texas, as Texas should call for bed and decide section to transform this critical street in inflicationars into an enable symbol that will accommodate the trappid and immensar goods in wear experiencing in our great States. According, I have inflicted to believe below part of expensar of participations of the request. His wildow Savages in the World Adaptic.	See Corrent #5
1382	Hunt Wood	2/8/2023	Email	General support	I former and under branege commany. A former of a COSE (Mort No Mort Tricus Companished) Associated processing of the contraction of the contract of the cont	
1362	Hunt Wood	2/8/2023	Email	General support	then deline it. If you are not the intended recipient, you must not keep, use, disclose, copy or distribute this email without the author's prior permission. We have taken precautions to minimize the risk of transmitting software viruses, but we advise you to carry out your own virus checks on any standament to this message. We cannot accept about your private and the precautions to minimize the risk of transmitting cofficiency will be advised by a software viruses. The information contained in this communication may be confidential and may be confidential.	
1383	Hunter Alexander	1/23/2023	Email	General support	have Television Begg and Commissioners. The layer for recognizing that 255 recognition is not an in part or agent another specimen in the State of Televis A. See Assumedly solded anothers in the state of the state of Television and the state of Televisio	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Hunter Alexander Endeavor Real Estate Group	
1384	Hunter Alexander	2/7/2023	Email	General support		See Comment #8
					have Channel Begg and Communication. This day not be expected paid, it founds is not of a point order of point and not a proposal and not a proposal and not be the Channel As the Channel As the control of point and not order of point and not a point of the Channel As the Channel As the control of the region of the control of the region of the control of the region of the control of the region of the region of the control of the region of the regi	
					CTDAWAY Piles Estates or crop	
1385	Hunter Alexander	3/6/2023	Email	General Support	One Chairmen Brigg and Commissioners: Thank you for recogning that SS trough Audion is one of the most composed message suggested in the State of Yeas, As this serviced you distinct message; is often called the Main Street of Yeas, all Years should call for bold and decipies according to the state of International Control and State of Main State of Yeas, all Years should call for bold and decipies according to the state of Main State of Main State of Yeas, all Years should call for bold and decipies according to the State Office of Yeas, all Years should call for bold and decipies according to the State Office of Yeas, all Years should call for bold and decipies according to the Yeas, all Years should call for bold and decipies according to the Yeas, all Years should call for bold and decipies according to the Yeas, all Years should call for bold and decipies according to the Yeas, all Years should call for bold and decipies according to the Yeas, and Years should call for bold and decipies according to the Yeas, and Years should call for bold and decipies according to the Yeas, and Years should call for bold and decipies according to the Yeas, and Years should call for bold and decipies according to the Yeas, and Years should call for bold and decipies according to the Yeas, and Years should call for bold and decipies according to the Yeas, and Years should call for bold and decipies according to the Yeas, and Years should call for bold and decipies according to the Yeas, and Years should call for bold and decipies according to the Yeas, and Years should call for bold and decipies according to the Yeas, and Years should call for bold and decipies according to the Yeas, and Years should call for bold and decipies according to the Yeas, and Years should call for bold and decipies according to the Yeas, and Years should call for bold and decipies according to the Yeas, and Years should call for bold and decipies according to the Yeas, and Yeas, and Yeas, and Yeas, and Yeas, and Yeas, and Yeas, and Yeas, and Yeas	See Comment #8
					Accordingly, I am writing today to express my complains support for the I-35 Capital Express Central design as proposed by TADOT. Thank you for your consideration of this request. Harrier Meanufeer Service Via President. Texas Reconsentation	
					Serior Vice President, Terrant Representation	
1386	Hunter Couch	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Please look into investing in passenger ral along the Teas Triangle (PM-San Antonio-Houston). 135 has been, is, and always will be a nightman unless alternate forms of transportation are readily available. San Antonio investing the larged city in the United States without any form or neil transport that makes not using a car a visible option. High speed nail by interconnect these close will grouply increase the assex with which people can go interest the san and the san	See comment #1
1387	Hunter Holder			Do not widen/no build	Mobility55 Program Manager Tommy Abrego, The resident of Dallas, and moved out of that only because of how unfinable it became, from the aneth of things to increase of norm of Amendatory model that in the value and words in the point where living these control of the control	Sie Comment #5
					Name (SE) Repose Manager Internor Storage. As a solicited of Data is a received of Data for a received of Data (SE) and SE (S	
					Even waiting my dag in the strains within my suburban might bourhood, i'm infraid of being non over by a car. When the feneral happened a few weeks age, I couden't have my home to get gocorriss because the nearest store is 30 miles away and can only be reached by car. Texas has the opportunity to have the best transportation system in the world, and instead people are stuck in their cars and stuck in their cars	
				Multimodal Transportation	I would appreciate if 10001 would widen its scope to focus on all modes of transportation, including washing, bising, rail, and air, and to make our state a safer place for my children to grow up in. I shouldn't have to worry about whether my skids are gard, to get on new by a car on their way to school or simply leaving the house. We can do so much better.	Six Comment #20
1388	Hunter Kirkland	3/7/2023	Email	Do not widen/no build	Mr hoo't hoo't, 135, more specifically the path it outs through Avalin, is:	See Connect #5
					Companies respective tour excellent resp	
					In the gas measure yealful through what is whough from our congraded, with what they gard of or go and or go produced waters (Fig. 2014). The condition of same of the figures are garden or the figures	
					The like to be ask-able to contribing much confirmed to use years and an advantage of the like to be ask-able to contribing much contributed much contributed muc	
ID	Commenter Name	Date Received	Source	Yopic	Contrained. (In DDOT regressations, As a born-and reside Austrias and raw a transportation planner, 15td 15007) pair to eaten 33 through contral Austria a completily enthermosting project using adultsted.	Responses See Connect 63
ID	Commenter Name	Date Received	Source	Yopic	Comment 18 1007 agreementations. As a town-eard-need Australia part for we a transportation planner, filled 10007 part to eaten 135 through central Audit is completely enhances any propert coving additional methods and priving the real could be filled your experience. "With this has keep from the propert grown by the December of Sub-Property Sub-Propert	Pasycrosis Card Connect #5
di di	Contrainter Name	Date Received	Source	Topic Do not widen/no build	Comment The DOT Agreementations. As a form-and reside Australia paid from a transportation planner, filled 1500Th plan to select 125 through central Audits a comprising enhancement graped using distinct metical and gripping the resi could be filled president present present to the present great present to the present presen	Paujonals Carl Connect #5
1389	Commenter Name Hunter Outman- Stateford	Date Received	Source	Topic Do not widen/no build Laters/induced Demand	Comment The Coll agreementations, As a born and creased Australia and raw a transportation planner, filed 1500Th plan to solar 125 through central Audits a completing entermaning project using additional entermination and express of project plans to solar the control and an appropriate project projec	Pagicrasis Sas Connect #3 Sas Connect #3
1389		Date Received	Source		Occasion of south y have above in a third operating highways without investing in equal administration for vashing planing it yeard means that MDME propried for those new lavers just an induced Demonst") and tradition composition operation in proceedings of the composition operation in the composition operation in proceedings on the composition operation in the	Regional S See Commet 43
1389		Date Received	Source	Latent/Induced Demand	Occasion of dashy have allowers as that expending highways without investing in regulal alternatives for waiting shoning haven means that MOME people fill those new leves sales for because Demonstry and studie competion regularly because were when the MoME. The private in Visional Command is a common compact in transportation planning, appears conduct in in your DASE of Chinack Challage report. The supert sage, "The MME estimated for both build administration was sailing that in the first the first first the build Alternative because it is additional copacity creases the efficiency of the scalebay and attracts revoked type from	
1399		Date Received	Source		Decide of duty has shown as that expending highway without revesting in equal alternatives for valving fishing yearst means that MODE people fill these new texts juick "followed Demont") and swife control of the people of the	See Commerce 400
1389		Date Received	Source	Latert/Induced Demand East/West Connectivity	Occasion of skelly here allower was that depending highwaps without investing in equal alternatives for earling shaling investion makes that SOOIE people followers have been been seen to be sooned. Demonstry and stuffic magnitude injusion becames worsh that before the highwap without investing in equal and injustic properties proposed properties prop	
1389		Date Received	Source	Latert/Induced Demand East/West Connectivity	Occasion of skelly here allower was that depending highwaps without investing in equal alternatives for earling shaling investion makes that SOOIE people followers have been been seen to be sooned. Demonstry and stuffic magnitude injusion becames worsh that before the highwap without investing in equal and injustic properties proposed properties prop	See Commerce 400
1389		Date Necessed	Source	Latert/Induced Demand East/West Connectivity	Occasion of skelly here allower was that depending highwaps without investing in equal alternatives for earling shaling investion makes that SOOIE people followers have been been seen to be sooned. Demonstry and stuffic magnitude injusion becames worsh that before the highwap without investing in equal and injustic properties proposed properties prop	See Commerce 400
1389		Date Received	Source	Latert/Induced Demand East/West Connectivity	Occasion of skelly here allower was that depending highwaps without investing in equal alternatives for earling shaling investion makes that SOOIE people followers have been been seen to be sooned. Demonstry and stuffic magnitude injusion becames worsh that before the highwap without investing in equal and injustic properties proposed properties prop	See Commerce 400
1389		Date Received	Source	Latert/Induced Demand East/West Connectivity	Decision of ducity have aboven us that depending highways without revesting in equal alternatives for valeing bloody present masses that MODE people of those rare trans is also "bridged" people of the contract of the people of the contract of the people of the contract of the people of the contract of the people of the peo	See Commerce 400
1389		Cuto Received	Source	Laters/Induced Denserol East-Wood Connectably East-Wood Connectably Do not widers/No build Do not widers/No build Bracewas, Insiderial displacement	Occasion of abusing hower was that in expending highways without meeting in equal alternatives for eaching sharing years of means that SOUTE people fill those may been upon the companion of the	See Comment #23 See Comment #23 See Comment #23
1389		Cuto Received	Source	Lahers/Instead Screent East-Villed Connectivity East-Villed Connectivity Do not eviden, to build	Decision of abody have abover us that opposing highways without reverting in equal alternative for valving bloogy reveal makes that MODE people fill these man texted (sale "Annual Decision") and traffic abovers the second opposition of the second opposition of the second opposition of the second opposition of the second opposition of the second opposition of the second opposition op	See Comment #20 See Comment #21 See Comment #21 See Comment #21
	Hunter Commun. Danford	Date final and	Source	Laters/Induced Denserol East-Wood Connectably East-Wood Connectably Do not widers/No build Do not widers/No build Bracewas, Insiderial displacement	Decision of abody have abover us that opposing highways without reverting in equal alternative for valving bloogy reveal makes that MODE people fill these man texted (sale "Annual Decision") and traffic abovers the second opposition of the second opposition of the second opposition of the second opposition of the second opposition of the second opposition of the second opposition op	See Comment #23 See Comment #23 See Comment #23
1389		Date foculary	Source	Laters/Induced Denserol East-Wood Connectably East-Wood Connectably Do not widers/No build Do not widers/No build Bracewas, Insiderial displacement	Decision of abody have abover us that opposing highways without reverting in equal alternative for valving bloogy reveal makes that MODE people fill these man texted (sale "Annual Decision") and traffic abovers the second opposition of the second opposition of the second opposition of the second opposition of the second opposition of the second opposition of the second opposition op	See Comment #20 See Comment #21 See Comment #21 See Comment #21
	Hunter Commun. Danford	Date final and	Source	Laters/Induced Denserol East-Wood Connectably East-Wood Connectably Do not widers/No build Do not widers/No build Bracewas, Insiderial displacement	Decision of abody have abover us that opposing highways without reverting in equal alternative for valving bloogy reveal makes that MODE people fill these man texted (sale "Annual Decision") and traffic abovers the second opposition of the second opposition of the second opposition of the second opposition of the second opposition of the second opposition of the second opposition op	See Comment #20 See Comment #21 See Comment #21 See Comment #21
	Hunter Commun. Danford	Gille fineshed	Sound	Letters/Induced Demond East, Wood Connectivity East, Wood Connectivity On root wides, No huild Business, Nesderful displacement Linear Speed Lineas	Occasion of abusing hower was that in expending highways without meeting in equal alternatives for eaching sharing years of means that SOUTE people fill those may been upon the companion of the	See Comment #20 See Comment #21 See Comment #21 See Comment #21
	Hunter Commun. Danford	Glide Restricted	Section 1	Letters/Induced Demond East, Wood Connectivity East, Wood Connectivity On root wides, No huild Business, Nesderful displacement Linear Speed Lineas	Decision of abody have abover us that opposing highways without reverting in equal alternative for valving bloogy reveal makes that MODE people fill these man texted (sale "Annual Decision") and traffic abovers the second opposition of the second opposition of the second opposition of the second opposition of the second opposition of the second opposition of the second opposition op	See Comment #20 See Comment #21 See Comment #21 See Comment #21
	Hunter Commun. Danford	Risk floretised	Sector	Letters/Induced Demond East, Wood Connectivity East, Wood Connectivity On root wides, No huild Business, Nesderful displacement Linear Speed Lineas	Consider of ducity have abover as that oppositing highways without revesting in equal alternatives for valling bloogy reveals make that MODE people 16 theor are town is last "included Demonsh" paid traffic account of the control of	See Comment #20 See Comment #21 See Comment #21 See Comment #21
	Hunter Commun. Danford	Rate feeding	Secret .	Letters/Induced Demond East, Wood Connectivity East, Wood Connectivity On root wides, No huild Business, Nesderful displacement Linear Speed Lineas	Consider of ducty have above as that opposing highways without meeting in equal alternative for valling bloog yeard mass, that NODE people 16 tops one town is last "include Demont") and swife account of the control o	See Comment #20 See Comment #21 See Comment #21 See Comment #21
	Hunter Commun. Danford	One freeze and	Secret .	Laters/Induced Dominal East, Wass Connectivity East, Wass Connectivity On root wides/No hubb Business, Yeshelmid displacement Linear Speed Lineas	Consider of ducty have above as that opposing highways without meeting in equal alternative for valling bloog yeard mass, that NODE people 16 tops one town is last "include Demont") and swife account of the control o	See Comment #20 See Comment #21 See Comment #21 See Comment #21
	Hunter Commun. Danford	Calle fineward	Touris .	Laters, included Demond East, Wood Connectably Do not wider, No build Business, resolved displacement Lower Speed Limits East, Wood Connectably	Consider of shorty have aboven as that opposing highways without meeting in equal alternative for valving shorty years in many that NOTE people life theor are trans plat "holder Security" and "have been also alternative for valving shorty years in many that the security of the southern security and the security of the southern security and short security of the southern security and short security of the southern security and short security and s	See Comment #20 See Comment #21 See Comment #21 See Comment #21
	Hunter Commun. Danford	Gilde fineshad	Towner or the control of the control	Laters, included Demond East, Wood Connectably Do not wider, into build Do not wider, into build Rainness, resolved all displacement Lower Speed Limits East, west connectably Persolve to 130	Consider of ducing how arbonars and that oppositing highways without investing in equal alternatives for eaching shoring yeard masses that NOOF papels 100 tops one leases is said "histoand Common") and shoring a second process of the second process of the second process of the second process of the second process of second process of the second proce	See Comment #20 See Comment #21 See Comment #21 See Comment #21
	Hunter Commun. Danford	Calle fiveriese	The second secon	Laters, included Demond East, Wood Connectably Do not wider, No build Business, resolved displacement Lower Speed Limits East, Wood Connectably	Consider of ducing how arbonars and that oppositing highways without investing in equal alternatives for eaching shoring yeard masses that NOOF papels 100 tops one leases is said "histoand Common") and shoring a second process of the second process of the second process of the second process of the second process of second process of the second proce	See Comment #20 See Comment #21 See Comment #21 See Comment #21
	Hunter Commun. Danford	Risk firefined	Secret	Laters, included Demond East, Wood Connectably Do not wider, into build Do not wider, into build Rainness, resolved all displacement Lower Speed Limits East, west connectably Persolve to 130	Consider of ducing how arbonars and that oppositing highways without investing in equal alternatives for eaching shoring yeard masses that NOOF papels 100 tops one leases is said "histoand Common") and shoring a second process of the second process of the second process of the second process of the second process of second process of the second proce	See Comment #20 See Comment #21 See Comment #21 See Comment #21
	Hunter Commun. Danford	Rate forcing	Secret	Laters, included Demond East, Wood Connectably Do not wider, into build Do not wider, into build Rainness, resolved all displacement Lower Speed Limits East, west connectably Persolve to 130	Consider of ducing how arbonic in that oppositing highpage without investing in equal alternatives for eaching sharing years of mann fast NOED pages 161 flower our leaves is sale. "Miscolar Demonst") and shall selected a selection of the selection of the readway and all reads in read of the power of the selection of the selection of the selection of the readway and all reads in read of the power of the selection of the selection of the readway and all reads in read of the power of the selection of the selection of the readway and all reads in read of the power of the selection	See Comment #20 See Comment #21 See Comment #21 See Comment #21
	Hunter Commun. Danford	Calle fineward	-	Laters, included Demond East, Wood Connectably Do not wider, into build Do not wider, into build Rainness, resolved all displacement Lower Speed Limits East, west connectably Persolve to 130	Consider of ducing how arbonars and that oppositing highways without investing in equal alternatives for eaching shoring yeard masses that NOOF papels 100 tops one leases is said "histoand Common") and shoring a second process of the second process of the second process of the second process of the second process of second process of the second proce	See Comment #20 See Comment #21 See Comment #21 See Comment #21

	1		1	Multimodal Transportation	I support "LOOT reallocating those funds to invest in, and complete, public transportation and alternative transportation projects, such as light rail, commuter rail, and bicycle routes that will get cars off the read instead of invite them, color bring in more revenue than any freeze, intentional 55 through Austin could be redestined as a multimodal. Usines- and human-friends comiser that serves the community	See Comment #20
					Legacy TLOS multiplicity those for this missed, and complete, public through the properties of the pro	
				Reroute to 130 Business/Residential Displacement	State Highway 230 is a prime example of an atternative route for 1.55, as it avoids the city while still efficiently transporting vehicles where they need to go.	See comment #5
					Not only dose expanding the highway do nothing to solve builfic long-term, if is a waste of money and time for an externelly temporary reward. The negatives wastly outsweigh the benefits here. Displacing residence, attracting more drivers to a concentration, congleted condors, and generating more rose, air, and waster pollution are not worth the abort-lived impact that adding more laises will have. These in the contractions are drivers to a concentration, congleted condors, and generating more rose, air, and waster pollution are not worth the abort-lived impact that adding more laises will have.	
1392	lan Chamberlain	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	The studies garding of this below. This purpose is the property of the studies in the property of the studies were study to any place (as in the record that would be a read to a read of the studies) of the studies of the studies (as the studies) of the studies (as the studies) of the studies (as the studies) of the studies (as the studies) of the studies (as the studies) of the studies (as the studies) of the studies (as the studies) of the studies (as the studies) of the studies (as the studies) of the studies (as the studies) of the studies (as the studies) of the studies (as the studies) of the studies (as the studies) of the studies) of the studies (as the studies) of the studies (as the studies) of the studies) of the studies (as the studies) of the studies) of the studies (as the studies) of the studies) of the studies (as the studies) of the studies) of the studies (as the studies) of the studies) of the studies (as the studies) of the studies) of the studies (as the studies) of the studies) of the studies (as the studies) of the studies) of the studies (as the studies) of the studies) of the studies (as the studies) of the studies) of the studies (as the studies) of the studies) of the studies) of the studies (as the studies) of the s	See comment #1
					and the business that will grow, both in providing metro links such as busines and trams, and private businesses that will grow around new stations and route linkages. It would also make out of state tourism and business interest more attractive as you now have options of travel besides driving.	
1393	Ian Marcotte	3/6/2023	Email	Do not widen/no build	To a wanted and desiraging necessor that will strip temporarily heighten connentence for the citations, while living the products of a proclose fee. This is a bad data, You know it is. Please activishes by propies excelled light call options until we have one that is not substagged.	See Comment #5
					Present Contained by a spore of the Contained again, sent operation service are reason as the meaning again. Sent Marcottes	
1394	lan Mitchell	3/7/2023	Email	Do not widen/no build	MobilityS Program Manager Tommy Abrego. Tam a fiscal conservative. No need to stop throwing good money after bad on projects with no practical value. Iam Mitchell	See Comment #5
1395	lan Quandt	1/19/2023	MyCapEx Website -	Regional Connectivity	I am a San Antenio resident, and am greatly concerned about plans for 135 explansion, that do not include plans to institute regular commuter sail. Expanding public bransit via rall is the only viable system for reducing selfic and increasing ease of commute between these two crises. As such, I record that to see a plan the revisits that Lone Star Rall Proposal.	See commant #1
			Comment Form			
1396	Ibte Beg			Do not widen/no build	MobilitySS Program Manager Tommy Abrego. 1 0990SE TubOT's plans for ISS and 10990SE expansion. We do not need another broken system of expanding highways for care when we know that it will not solve traffic jams. If we can't build subweys then we can build tramel If we can't fit	See Comment #5
					Handle Shapes Manage Tramp Shapes. ONCO EX COTA species of Section 1990 and Section 1990 a	
				Public Transit / Multimodal Transportation	We need to invest in transportation that has the research backing it and that works everywhere else in the works, PUSILC TRANSPORTATION, WE NEED TO INVEST IN BUSSES AND TRAINS.	See Comment #25
1397	Ilianna Garza	3/7/2023	Email	Latent/Induced Demand	Mobility's Program Marcager Transac Streets	See Connect #18
230		377/2023		Laterty Induced Demand	Michiga's Program Manager Tummy Arago. 1 closes to be a fifty gratients. Suches account the motion of highway expension show that more larves actually brings more driven not lessess congestion. 1 closes to be a fifty gratients. Suches account the motion of highway expension show that more larves actually brings more driven not lessess accompliation. 1 closes to larve a fifty compliant common motifying and and of self-cod pile up in neighborhoods and discovariage foot, this, account, set brind: from easily moving between disentant and seat. More driven = more greation uses, supported by hig business.	The State of the S
					on TX Big Itouriensis (oit, construction) in TX labby + possible collusion with TXXXVII., people know people Pullution Money divinited from public trained or fixing current roads	
					THEORY WITHOUT DESIGNATION OF THE PROPERTY OF	
1398	Ise Frank		MyCapEx Website - Comment Form	Bike/ped safety	I would like to see the LSS project improved to include: Above primitization of non-motivating advectives and topical infrastructure expecially around major intersections, Above primitization of non-motivating advectives and beginning to expect the primitization of the LSS and and feeding all and and feeding and and feeding and and feeding and the LSS and and feeding and the LSS and and feeding and the LSS and and feeding and the LSS and and feeding and the LSS and and feeding and the LSS and and feeding and the LSS and and feeding and the LSS and and feeding and the LSS an	See Comment #30
					-Wilder qualify protections that meet City of Austin and federal standards for waters of the U.S. including the Colorado River and Ladjerrd Lake	
				Caps/Deck Plazas	-Capping major portions of the highway, whin to Khyte Warren Park in Callas,	See Comment #42
1399		2/11/2023	VOH	Air Quality/Noise Do not widen/no build	More shade and trees, better mitigation for environmental impacts including reduced air quality and increased noise along the entire comitor, DO NOT EMPAIO AT ALL.	See Comment 454 See Comment 454
1399	Ines "Chai" Capable	2/11/2023	von	Do not water/no build	DO NOT ENPAND AT ALL. IF YOU MUST, DO NOT ENPAND NORTH OF US	See Contrain #3
1400	Inga Overstreet	2/9/2023	MyCapEx Website -	General information request	Will we be given a chance to vote yea or no on the final proposal?	Cenneal information request
			Comment Form			
1401	Ingrid		MyCapEx Website - Comment Form	Recial Justice	You need to mitigate displacement of communities of color and low-income families by minimizing the proposed ROW.	See Comment #3
			Comment Form	Business/Residential Displacement	The preferred scheme proposes to increase the ROW to an extent which places a possible 107 commercial and residential properties at risk of displacement, some of which would displace non-white and tower-income populations.	See Comment #21
1402	tris Baughman	3/7/2023	Email	Do not widen/no build	Molecular Simple Messager Trentry Manage. Most read in now comparison. That is what other claims have allowed. Please don't excrused on allowed, vulnerable resignificant locals with a bunch of faces of harding to the state of the claims. The comparison of the com	See Comment #5
					More road - more congestion. That is what other chies have shown. Please don't encreach on already vulnerable neighborhoods with a bunch of larses of traffict Iris Baughmen.	
1403						
1	Irvin Beltran	2/9/2023	Phy	Do not wider/no build		Se Comment 5
	Irvin Beltran	2/9/2023	Phy sical I Co		Make made ** one completion. That is what other critics have shown. Rease don't serves for serves for unless dependenced with a burst of sizes of staffed in the depletion of the serves of staffed in the depletion of the serves of staffed in the depletion of the serves of the serves of staffed in	See Construct 65
ID.	brein Beitran	2/9/2023	Physica sica I Co mm ent Source			See Contract 45
ID 1404	frein Beltran Commenter Name trein Beltran	2/9/2023 Date Received	Source		In a page any and all expensions of 155 and this proposition serves no purpose other than to some congestion and deathy communities, will the while considering record years from projects that will have a purpose repeat without serve meeting to book 155. (Asked to executation to give to book 150. In a purpose to be considered that they now appropriet past funding specifically the region of the purpose of the	Sea Comment #5 Requirem Sea Comment #5
15 1404	Irvin Beltran Commenter Name Irvin Beltran	2/9/2023 Date Received	Physical I Common ent Source Ver ball Common ent commo	Do not wider/no build Topic		See Construct 45 Magazines The Construct 45
1D	Invin Beltran Communiter Name brein Beltran	2/9/2023 Date Received	Source	Do not widen/no build Topic Do not widen/no build	Togota any and all againstins of 155 and this proposition service to purpose after this to some congestion and donly communities, all the white circulating money away from projects that have as provide express of the contract of the projects of the contract of the projects of the project of the contract of the projects of the project of the contract of the projects of the project of the project of the contract of the project of the project of the contract of the project of projects of the project of the project of the project of projects of the project of projects of the project of the project of projects of the project of the p	
10	Irvin Beltran Communiter Name Irvin Beltran	2/9/2023 Date Received	Source	Do not wider/no build Topic	Figure any old all parameters of 128 and this proposition service in proposition and which is remarked private and the proposition of the data is remarked private and private private and private proposition of the private	The Comment #5 Requirement See Comment #13
10	Irvin Beltrain Constraints Name hvin Beltrain	2/9/2023 Date Nacewed	Source	Do not widen/no build Topic Do not widen/no build	Topose any and all agenerates of 155 and this proposition serves or purpose other than to severe congestion and dearly communities, all the white straighting motion areas from proposition field in the second communities dearly communities, all the white straighting motion areas from proposition and server seems from the second communities dearly communities. The second communities are seems from the second communities are seems from the second communities are seems from the second communities are seems from the second communities are seems from the second communities are seen as the second communities are seems from the second communities are seen as the second communities are second communities and second communities are second communities are second communities are second communities are second communities are second communities and second communities are second communities are second communities are second communities are second communities are second communities are second communities. The second communities are second communities are second comm	Des Communit et 3
10 2404	Irvin Beltrain Constanter Name avin Beltrain	2/9/2023 Date Received	Source	Do not widen/no build Topic Do not widen/no build	Topose any and all agenerates of 155 and this proposition serves or purpose other than to severe congestion and dearly communities, all the white straighting motion areas from proposition field in the second communities dearly communities, all the white straighting motion areas from proposition and server seems from the second communities dearly communities. The second communities are seems from the second communities are seems from the second communities are seems from the second communities are seems from the second communities are seems from the second communities are seen as the second communities are seems from the second communities are seen as the second communities are second communities and second communities are second communities are second communities are second communities are second communities are second communities and second communities are second communities are second communities are second communities are second communities are second communities are second communities. The second communities are second communities are second comm	
10 2404	Irvin Beltram Communitar Name Irvin Beltram	2/9/2023 Date Nacehed	Source	Do not widen/no build Topic Do not widen/no build	Topose any and all agenerates of 155 and this proposition serves or purpose other than to severe congestion and dearly communities, all the white straighting motion areas from proposition facilities are seen from proposition and dearly communities, all the white straighting motion areas from proposition and serves are the serves of the serves are the serves of the serves are the serves of the serves of the serves of the city and please bears 1.55 across and serves of the serves of the serves of the serves of the serves of the city and please bears 1.55 across and serves of the serves of the serves of the serves of the city and please bears 1.55 across and serves of the serves of the serves of the city and please bears 1.55 across and the serves of	Des Communit et 3
10 1404	Irvin Beltram Commentar Name Irvin Beltram	3/9/2023 Outo Received	Source	Do not widen/no build Topic Do not widen/no build	Topose any and all agenerates of 155 and this proposition serves or purpose other than to severe congestion and dearly communities, all the white straighting motion areas from proposition facilities are seen from proposition and dearly communities, all the white straighting motion areas from proposition and serves are the serves of the serves are the serves of the serves are the serves of the serves of the serves of the city and please bears 1.55 across and serves of the serves of the serves of the serves of the serves of the city and please bears 1.55 across and serves of the serves of the serves of the serves of the city and please bears 1.55 across and serves of the serves of the serves of the city and please bears 1.55 across and the serves of	Des Communit et 3
2464	Invin Beltran Communitor Name Invin Beltran	2/9/2023 Date Received	Source	Do not widen/no build Topic Do not widen/no build	Together any set off equations of 125 and this proposition server on purpose after their is consent recipion and desire processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing processing and the processing processin	Des Communit et 3
E 2404	Ivin betran Connected hariae Ven betran	2/9/2023 Data Nazarand	Source	Do not widen/no build Topic Do not widen/no build	Together any set off equations of 125 and this proposition server on purpose after their is consent recipion and desire processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing processing and the processing processin	Des Communit et 3
D 2404	Ivin betran Connecte house Vin Beltran	2/8/2023 Date Received	Source	Do not widen/no build Topic Do not widen/no build	Together any set off equations of 125 and this proposition server on purpose after their is consent recipion and desire processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing processing and the processing processin	Des Communit et 3
5404	Ivin Beltran Comment have Vin Beltran	2/8/2023 Date Received	Source	On not welder/no build fairs Da not welder/no build Public Teams/ Mutamodul Banaportalian	Together any set off equations of 125 and this proposition server on purpose after their is consent recipion and desire processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing processing and the processing processin	Des Communit et 3
\$404	twis betrain Commenter female was Betrain	2/9/2023 Order Received	Source	On not welder/no build fairs Da not welder/no build Public Teams/ Mutamodul Banaportalian	Topose any and all expensions of 155 and this promotion service on purpose other than is excess congestion and during communities, all the while challedge proop seep from properts that all seasons are purpose of the time in the contract of the contract o	Des Communit et 3
\$404	tren Baltran Commented Nation Von Baltran	2/9/2023 Outo Received	Source	On not welder/no build fairs Da not welder/no build Public Teams/ Mutamodul Banaportalian	Together any set off equations of 125 and this proposition server on purpose after their is consent recipion and desire processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing processing and the processing processin	Des Communit et 3
\$404	Even Baltran Constraint Nation And Baltran Even Baltran	2/9/2023 Outo Recoved	Source	On not welder/no build fairs Da not welder/no build Public Teams/ Mutamodul Banaportalian	Together any set off equations of 125 and this proposition server on purpose after their is consent recipion and desire processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing processing and the processing processin	Des Communit et 3
\$404	tron Baltisan Consensate Passas even Baltisan	3/9/2023	Source	Do not widen/no build Topic Do not widen/no build False: Travel / Multimodul Traveportation Do not widen/no build	Topics any of all approximants of 128 and this proposition services to propose after their topics and adoption and all approximations of 18 to daily communities, all the daily containing forms passed person proposition and all approximations are all as a proposition of the containing forms and a	The Comment #3 See Comment #3
\$404	Ann Baltran Comments from Vol Baltran ever Baltran	2/8/2023 Date New and I	Source	On not welder/no build fairs Da not welder/no build Public Teams/ Mutamodul Banaportalian	Together any set off equations of 125 and this proposition server on purpose after their is consent recipion and desire processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing and the processing processing processing and the processing processin	Des Communit et 3
\$404	bron Baltran Commencial Baltran Von Baltran	2/8/2023 Outs Nacered	Source	Do not widen/no build Topic Do not widen/no build False: Travel / Multimodul Traveportation Do not widen/no build	To provide any and all approximation of 125 and this proposition server in proposition s	The Comment #3 See Comment #3
\$404	Even Baltran Contracted Baltran Vot Baltran Even Baltran	3/9/2023 Data National	Source Ver Use Sal Co ore ore ore ore	Do not widen/no build Topic Do not widen/no build False: Travel / Multimodul Traveportation Do not widen/no build	To group any and all parameters of 128 and this proposition service in proposition and above promotion of the data providing from gain the proposition of the service of the proposition	The Comment #3 See Comment #3
5404 1405		Oute Processed	Source	Do not wider/no build Toxic Do not wider/no build False: Travel / Multimodul Traveportation Do not wider/no build Laters/inhood Damand	To group any and all parameters of 128 and this proposition service in proposition and above promotion of the data providing from gain the proposition of the service of the proposition	See Communit #13 See Communit #18 See Communit #18
5404 1405	Invin Cashellanos	Outo Received 3/1/2023	Source Ver Leaf Co co ore er or MyCayE+Website Coveraged from	Do not wider/no build Topic Do not wider/no build Palair Treats/ Multimodul Tressportation Do not wider/no build Later/ trobused Demand Later/ trobused Demand	Together any of all approximation of 125 and this proposition service in proposition servic	See Communi 433 See Communi 433 See Communi 438 See Communi 438
5404 1405		Oute Processed	Source Ver Use Sal Co ore ore ore ore	Do not wider/no build Toxic Do not wider/no build False: Travel / Multimodul Traveportation Do not wider/no build Laters/inhood Damand	To group any and all parameters of 128 and this proposition service in proposition and above promotion of the data providing from gain the proposition of the service of the proposition	See Communit #13 See Communit #18 See Communit #18

1408	tsaac Blackmore	2/9/2023	Ver bal Co mm ent	General support	And paid—in a feed just meet the make a comment. Nation Audition, gave up in Audits, just it seems not seen from 5 per graph and a claim to the comment of the particular and a comment of the	See Commerce 48
1409	isaacfranklin	3/1/2023	Email	Public Transit / Multimodal Transportation	Materials of create interest branch from the first that spring in the people included in creating the creating from the people included insuce the people insuce the people included insuce the people in	Sea Comment # 23
1410	teac Levy- Rutine tt	3/7/2023	Email	Do not wider/no build	Nation SA regions Manager Temps (does). The same of th	See Commercials
1411	Isaac Marcus	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Rull trurns' (perfocularly high speed rull) between respor Tessa crises would be a big boon. Providing an alternative to driving between San Antonia and Audin seems expecially visible	See connect #1.
1412	Isabel Webb Carey			Do not widen/no build	MobilityS Program Munager Tommy Abrego,	See Comment 45
					Statistics from National Tomory Security Tomory Security Constitution (In the Security Constitution Constitution Constitution Constitution Constitution Constitution Constitution Constitution Constitution Constitution Cons	
				Latent/Induced Demand	TACOT's process in this project is fewerE II grown induced Demand, construction impacts, particulate matter pollution from the war, the failure of all most all highway expensions, the success of fewerey removals, and its netfic modeling in flaves.	Sia Commet #13
				Air Quality/Noise	Highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
1413	Isabella Cisneros			Do not widen/no build	Coloning See Manager Transport Service (See See See See See See See See See S	See Comment 45
				Community Alternatives	Lam for the Matterix35 proposal. As a student who is majoring in Environmental Science and is also a commuter, this expansion will only lead to particulate matter pollution from the tire wear along with far more conglection as seen by the Kalp freeway.	See Comment 44
1414	Isabella Spangher	1/20/2023	MyCapEx Website - Comment Form	Regional connectivity	I reduct like to see an experience in rail transf between Sam Activities and Auditios and a cossistion of highway laws experience to SS. Many cold engineers have proven that adding lawns to highways only worsers seath. Seems sould recrease connection between the collection on to self-	See Comment 31
1415	kabella Vick	foriess	MyCapEx Website - Comment Form	Do not widen/no build	I information groups the current preferred alternative is 1.55 in Cernif Audio. The reset to 1.55, in the Artific apertones compile, and the proposed changes set only make it more difficult to come to the compile and the artificult is come to the compile and the compile	Sa Commet #5
				Bike/ped safety	1-55 in central Austin needs to be turned into a city-friendly bouleveet, with space for pediatrians, cyclists, scootlers, and public transit.	See Currement #30
				Reroute to 130	Re-route any traffic that needs to go around Austin to the big foil road. Use some of the billions earmanked for this project to get rid of the bill	See comment #3
1416	Isabelle G	3/6/2023	Email	Bike/ped safety	Material Progress Manager Territor (Agents) Material Shift from sent and if Girt sent a highway appearance handered.	See Comment # 2D
1417	Isabelle Gillespie	3/6/2023	Email	Air Quality/Noise	On hooff not.! These as much before incrementally consistent options for allerating traffic safer than making more lakes on an already huge and dangerous thereous, Large publing highways in not what I wast for Audit-leader distance.	Sea Commert & Ma
1418	Sabelle Headrick			Do not wider/no build	Materials Traggers Manager Terrory Borrory. More Managers Anne Manager Terrory Borrory. More Managers Anne Managers Managers Terrory Borrory. More Managers Anne Managers M	See Commert PS
				Reroute to 130	This opposition model destroy properties in my mighibility and old set to the cases and publican. Furthermore, in troffic modeling is filtered and glosson the fact that expending highways actually adds to companion in the long run retirer than releving it. Instead, TDDD should incomba	Sia connect #3
1419	babelle Headrick		VOH	Do not wider/no build	Inche mittered d'un Comproud, set of 000000 de sequession of 19-35 à se proposed de 10000. This expension would defaulty properties in my vergletended and del to the vision and profition. Furthermore, and sould recondant per a secue of properties fact the sequencing fragings—a secuelly and to comprise to mit the reconstruction of the properties of the	Sec Commet 4'S
				Reroute to 130	Instead, TXDOT should incentivize non-local traffic to take SH-130, designating that as the intensions highway: The current i-35 should either become a toll read or a public, transit-first boolevand.	See comment #3
1420	Isak Speer	1/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	I am a Size Autors resident with requestly ships Audio, acting laws and flymers bit 35 mly hicks our proteins down the road, I and many others demand a sail service between the two critical high speed and is said and feater. Every developed county in the world has the except for as Left a very last behind?	Sea comment #1
1421	Issac Blackmore	2/9/2023	Phy sica I Co mm ent	General support	Counting, 15 dis a massive system. Shower 25th the set of 4th the set have an income of private part of market confirms for season private for individual to designed to prevent season of the set of	See Commer d di
1422	hvey Kaiser	-Q-ONZ-DOGS		Do not widen/no build	In Scot Truit. We store the region impacts of the convertables, ligonous equading \$55, and Auderhale Bis me want to see East east or reserve at least every \$44 mile. Some consider the region impacts of the convertables, ligonous equading \$55, and Auderhale Bis me work to see East east or reserve at least every \$44 mile. Some light expert to truit amount Audit on an interaction legislaws, whether is a cur by subling or topying I sent tasks, pleasent, and subhible on taked to reserve I want community afformations to expenditure, vinciding Reconvext Audit and Reconstables. To be fully reduced.	See Comment #5
				Lower Speed Limits	At non-high speed readways in Austin should be designed for 25mph and be safe for all read users.	See Comment #305
				Air Quality/Noise	An conveyin speed reasonage in Ausen should be designed for 2-mps and de save for all most cases. Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; that sisland impacts; and creatless	See Commant #34
1423	lvey Kaiser			Do not widen/no build	Legislation in the months of an interpretation, including any water, and notice personal, retain inspects, retain interpretat, make common repetition, and common repitition, and common repetition, and common repetition, and commo	See Commant #5
	,				Our FDOI? In or belief the sid-degin a gaing to lish healthy for our community in the long farm. Audithnes want to be more connected, not more divided. Think you, key Yassen-bey Yassen's	
				Public Transit / Multimodal Transportation	We need to focus on reducing the number of cars on the road and making it selfer for folio to walk, take public transportation AND access our city on both side of 135.	See Comment #13
				Community Alternatives	I want community alternatives to expansion, including Recornect Austin and Rethink 35, to be fully studied.	Sán Comment #4
ID	Commenter Name	Date Received	Source	Topic	Commiet	Р авропия
1424	J Emil Hunziker	1/25/2023	MyCapEx Website - Comment Form	Air Quality/Noise	have you for appropriately is connected to both Environmental Impact Science for the 1.5 Capital Engine Central Paper. Engine Centra	See Communic 8-34

					Rec 135 Cisorial Europes Central Project Draft Environmental Irroact Statement	See Comment #5
					ne: 1-30 capital copiesa cuminar integral cumin impact documents: I oppose the current opposed for the SC displaid Express deal Project to expend of 1-35. Further, I oppose any project proposed that expands the foot-print of the highway in urban areas. I want community internatives to expansion, including Recorrect Austin and Retrins 35, to be fally visuated.	DAIL COTTENENT #O
					I want community alternatives to expension, including Reconnect Audian and Relativisty 5, to be fully studied. In particular, in wall, on particular, and possible on the Studies of the	
					open dut und for all most littles. The support of t	
				Do not widen/no build	Audio. This project provides an area opportunity when to repair some of that impact or to make the impact or t	
1425	J Emil Hunziker					
				East/West Connectivity	The proposal would perpenate and exeperate obstructions to east-west communication. It would preempt and inhibit intelligent multi-modal transportation system planning.	See Comment #20
				Air Quality/Noise	The progonal expansion of 355 would worsen traffic density; air, water, and noise pollution; health impacts; healt island impacts; and whicle crashes and would come with unserrainted costs to the communities on both sides of the highway.	See Comment #34
					MobilitySS Program Manager Tommy Abrego,	See Comment #5
					About St. Program Manager Fromps (Assep. Mills.) The day for the first training in Security of St. St. St. St. St. St. St. St. St. St.	
					less one whose construction will require the demotition of buildings along the corridor within a city, I unge all involved to reconsider the expansion, perhaps by relocating the highway outside the city core and turning it into a boulevard instead.	
1426	Jm	3/7/2023	Email	Do not widen/no build	- Nine York -	
					y reservation.	
1427	Jack Deats	3/3/2023	Email	Bury/tunnel	It will be long and expensive, but in the long run it will be worth it to bury ISS from south of downtown Audin to north of Hyde Park. It's what will be best for the future of Austin and for transportation from Sen Antonio to DFIX. Listen to the people that pay your salaries. Please. For once.	See Corresion #25
					Sun Antonio to DPW. Listen to the people that pay your salaries. Please. For once. Jack Deats	
	to the Brown					
1428	Jack Deats			Do not widen/no build	Abstractly Program Asserger Transp System. The Secretary State of Secretary States Secretary Secretary States Secretary Secretary States Secretary States Secr	See Comment #5
					water. Now they have move open space and commercial development. Dallies put Woodall Roogers Fey below grade and added a park on top that keeps winning awards. Jack Deats	
				Bury/turnel	Bury I-35. The future is worth all the trouble it will be in the present. Expanding the footprint of 35 through Austin is the worst possible option.	See Comment #25
				Socy turner	Buy 1.35. The follow is worth all the trouble it will be in the present. Explanding the lootprint of 35 through Austin is the worst possible option. Mobilit\(\text{DS}\) Program Manager Tommy Abrelo.	See Comment 4.25
					Law a position of Math points boshood years 1.95 and Lawrence this connection position	See Comment #3
					regions generations are passed most to solve, and the passed destination and computed on a security makes makes some 2.0 passed of contractions and 55 billion incontracted for a contraction (see Section 2.0 passed on the contraction of the contraction of the contraction (see Section 2.0 passed most (see S	
				Do not widen/no build	desertion AT ALL. We also do not need more frontage roads, which rule waisability, and are proven in office like the Dates and Household for podestrians and rule in local culture. Hamset THOT, about DAL Dates and other representations in stand or time. Release the second more fairly invalidation and for second more fairly invalidations in stand or time.	
1429				So no. wolft/110 build	and union representations of material up not only reason area and material representation for THE 6809. ITRIES (DU),	
1429	Jack Esberg					
				Public Transit / Multimodal	I would like the city to consider designating another highway, ideality outside of the city center, as a main traffic through route. I also would like the city to invest more in public transportation near downtown, specifically train travel, as well as bee same and infrastructure.	See Contrient #13
				Transportation	specifically train travel, as well as bike hanes and infrastructure.	
1490	Jack Gallagher	1/11/2023	Frail	Latent/Induced Demand	Mills from an alestin resident and how the following residence above the LSS amenasian revision 1. Do you aren't the undertake in inverse required by the relative certain how are amen't the command 1.95.	San Comment #18
2430	Jack Garagini	4/14/2023	Linai	Carry II DOOR Delland	Helia, fire an Austin resident and have the following questions about the 1-55 expansion project. 1. Do you expect the updates to improve congestion? If so, please explain hav you expect the expanded 1-35 to not simply induce more demand and leave Austin residents with similar or even worse congestion. 2. What would be the cost of adding caps to cover the highway from downtown to 5.5st street? Regards,	Julia Controller 9 als
					Jack	
1431	Jack Laumer	1/31/2023	Email	General support	Dair Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway sugments in the State of Teass. As this seriously outdated readway is often collect the Main Street of Teas, all Teases should call for bodd and decisive action to transform this critical stretch of infrastructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Commant #8
					called the Maint Shreet of Texas, all Texas's should a list of tools and decisive action to trainform this critical shretch of inflastivulative into a readway that will accommodate the rapid and immense growth we are experiencing in our great States. Accordingly, I am writing today to expense any complete support for the I-35 Capital Express Central design as proposed by TxCOT. Thank you for your consideration of this request. Lack Laureer Sent from my Phone	
					request. Jack Laurner Sent from my iPhone	
1432	Jack McDonald	2/7/2023	Email	General support		See Comment #8
1432	Jeck McLignard	2/1/2023	Email	General support	Due Chairman Bugg and Commissioners: Think you for recognizing that 1-55 through Audits is one of the most congrated readway segments in the State of Texas. As this seriously outstand readway in driving could be the seriously outstand readway on the seriously outstand readway on the seriously outstand readway on the seriously outstand readway on the seriously outstand readway on the seriously outstand readway on the seriously outstand readway that will accommission that require all minimum grows were well expended in the seriously outstand that the seriously outstand read minimum grows were well expended to the seriously. This has you be given an expended to price. This key for your consideration of the request, it was Moderated that the seriously outstand the seriously outstand that the seriously outstand the seriously outstand the seriously outstand readway to the seriously o	DAN LOTTERIST #0
					Accordingly, I aim writing today to express my compilete support for the I-35 Clipital Express Central design as proposed by TXDDT. Thank you for your consideration of this requisit. Sinoirely, Jack McDonald	
1433	Jack Pankow			Do not widen/no build	MobilitySS Program Manager Tommy Abrego. 1.55 should not be widened, simple as that. It's already a deadly highway and making it larger won't help. Additionally, according to the Brases paradox, adding another lane will make traffic WORSE in both the short and long run!	See Contraint #5
					135 should not be widered, simple as that It's already a deady highway and making it larger won't help. Additionally, according to the Brases paradox, adding another lane will make traffic WDHSE in both the short and long run! lack Paskow.	
				Public Transit / Multimodal Transportation	That money could be spent included on a non-automotive public transit atternative which would get more cars off the road. That in turn would actually reduce braffic. It'll also cost less (road maintenance) is much more expensive and unpredictable than rail maintenance). Reconsider this agregious and foolish expension.	See Commant #13
1434	Jack S	3/2/2023	Email	Air Quality/Noise	Mobil/S Program Minorger Tomory Adenge, Medical Stronger Minorger Tomory Adenge, Medical Stronger Minorger Minorger Tomory Adenge, Minorger Minorge	See Comment #34
					Abbotto's Triggers Manager Transp virtues. **Applies apparation of Transp.*** Alter Transp.** **Applies apparation of Transp.** **Applies apparation of Transp.** **Applies transportation options beyond driving. **The have search examples that short that moving people and moving whiches are not the same. Moving people with solable infine hais to be the goal, and not making sigh highways that change the city in unfavorable ways. **The have search examples that short that moving people and moving whiches are not the same. Moving people with solable infine hais to be the goal, and not making sigh highways that change the city in unfavorable ways.	
					Making S. Barrana Marana Yanna Sana	San Comment #S
					10PPDES Ta00Ts plans for 1-55 and 10PPDE expansion. I am for rethink 35's proposal, turning the 1-35 into a boslevand. The 1-35 greatly impacts racial sagregation in austin bead, and enlarging it would forever enforce sagregation in Atx	
				Do not widen/no build	Administration of the proper findings from proper f	
1435	Jack Simmons	3/1/2023	Email	Do not widen/no build	project on how without the 1-30 being enlarged it addit healthy impacts audit in is on many ways. Please don't mix all mix plant work and research I have done in the past for woments, and pleases stop this. Kind Regards,	
					Jack Simmons Jack Simmons	
1438	took Penner			Do not widen/no build		See Comment #5
1430	Jack Spence		Phy sica	Do not widert/no build	ToOT states that the problem they are trying to solve in the long travel time from IDS 200 E to ISS 200 Ft. Why would expanding LSS between the two lightways reduce toward smarf has there ever been a highway expension emphases ever that has lade to shorter breaf interior. The answer is no. ToOT made to do not execute into the lightway expension emphases ever that that lade to shorter breaf interior. The expension is not a consequence of the expension of the exp	A CONTROL OF THE PROPERTY OF T
			I Co			
			mm ent	Public Transit / Multimodal Transportation	Either way his plan to expend 135 is a complete embarssournent and will be a dissaster for climate change, air quality, noise, and the epidemic of traffic clearlys. Do better 15,001. Build things that fix traffic, like outly training and safe bits less that the property and safe bits less than 15 and 1	See Comment #13
1437	Jack Turek	6-10/2015	MyCapEx Website - Comment Form	Latent/Induced Demand	Installed of adding laines to the 135, add more frequent rail service between Sain Actions and Audid Have you heard of Induced Demand? Adding laines to highways only reduces congestion for a short while until everyone hears that congestion has been reduced and before you know it, traffic and congestion is back to pre-expension heals or higher.	See Comment #15
			Comment Form		urdst everyone hears that congestion has been reduced and before you know it, traffic and congestion is back to pre-expension levels or higher.	
				Regional connectivity	Audit is roughly the same distance from Sen Antorious Milrosologie in to Choose. There's at least 5 daily trains, to and flow those risks. We want use have the same think hard Mare nearth would take the	See comment #1
					Audin is roughly the same distance from Sun Antonio as Mineuinee is to Chicago. There's at least 6 daily trains, to and from, those crise. Why can't we have the same thing here? More people would take the train for concerns, sporting wents, or even day trop or maybe possibly commute back and forth if they so choose. Stop soding lives not set and daily qu'il.	
1					who would make any stars about it in-	
1438	Jack&Dearna King	1/30/2023	Email	General support	Due Chamma Bog and Commissiones: I am a resident in Audit, and I live appointmently first bids off that 35 contrist areas that is stated for improvement. It is a fundamental requirement for our angithrends of these cases to 6.5 %, and I can mention of the case to the first that it is stated for improvement. It is a fundamental requirement for our angitorist of these cases to 6.5 %, and I can mention of the case to 6.5 %, and I can mention of the case to 6.5 %, and I can be seen of the a total contribution of the case to 6.5 %, and I can be seen to 6.5 %, and I can be seen to 6.5 %, a	See Comment #8
					project to be a commercial control of great importance to our fature. Please act now, a large contingent of 130 miles are supported to be a commercial control of great importance to our fature. Please act now, a large contingent of 130 miles act and Austin released to side to text released to the fature act to the way. Thank you for the recogniting that 150 though Austin is one of the recognition of the recog	
					or the miss composed reasoning segments in the State of Teasa. As this seriously outdated readonly in other coalest the Main Street of Teasa, as Teasans should call for bold and decisive acides to transform this critical stretch of infrastructure into a readonly that will accommodate the segind and immenses growth we are experiencing in our great data. Accordingly, it am writing today to experience in youngeles support for the 153 Caleston Express Central design as proposed by the propriet of the 153 Caleston of the propriet of the 153 Caleston Express Central design as proposed by the propriet of the 153 Caleston Express Central design as proposed by the propriet of the 153 Caleston Express Central design as proposed by the propriet of the 153 Caleston Express Central design as proposed by the propriet of the 153 Caleston Express Central design as proposed by the propriet of the 153 Caleston Express Central design as proposed by the 150 CP. Takes the 150 Caleston Express Central design as proposed by the 150 CP. Takes the 150 Caleston Express Central design as proposed by the 150 CP. Takes th	
					you for your consideration of this requise. DEX	
					In Post To NOT. Which part and the part of the part o	See Comment #4
					heard and I'm actually arraised that anyone would think it would be a good idea. The expansion ould emrore becoming sensitivity goods process in the study good and the study arraised that anyone would think it would be a good idea. The expansion ould emrore becoming sensitivity goods enter in the 10th and make all of the issues it discussed until the control issues of the study are all of the size o	
1439	Jackie Ahmad	3/7/2023	Email	Community Alternatives	Terms (standard or resolvers and to nettreg to reduce traffic congestion. This would also be a massive waste of money and truty question the motivations of TXXXVII processing this project at all. Audit in a field, growing ofly and it's clear that people want to be in the legislation. The only public to the STRE congestion is to invest in Headman He	
					went our city to bolk like. It would a trapply to continue to build and expend screening that should never have been built in that location in the first place. Do not double down on your predicessors' mistakes. This freeway has no place in the middle of our city. On not destroy more of our city to expend this mistake went further.	
					Jackie Ahmad	
ID	Commenter Name	Date Received	Source	Topic	Comment	Responses

\$440	audio Burrishe	14,000		Do not widen his build Firesure to 130 Capy, Own Please Lower Speed Limits Community Standards	I regional the connect TOOT Pleas for 130 Shrapily Audio. Leave the team of connecting and conn	Sec Connect #5 Sec Connect #3 Sec Connect #4 Sec Connect #4 Sec Connect #4 Sec Connect #4
						See Comment #8
1441	Jackson Finch	2/7/2023	Email	General support	Loc Claims by gent Commissioners. They up not in required part of 15 from the first in our of the recording of our law is present in the State of Years. As it is recording indicated analyses, where claims have been seen in the State of Years. As it is recording in the special and commission the same analyses of the State of Years. As it is recording in the special analyses of the State of Years o	San Commence de
1442	Jackson Hotaling			Do not widen/no build	Manifest Surgery Names Prince, Transport Surgery Transport Surgery Transport Surgery Transport Surgery Transport Surgery Transport Surgery Transport Surgery S	See Connect #5
				Public Transit / Multimodal Transportation	breading in options such as public transportation and intencity rail service will be a before attenuative for Austin in the long term.	SecOmment #13
			MyCapEx Website - Comment Form		Dear Chairman Bugg and Commissioners:	Sei Commont #8
1443	Jackson Macleod Finch	3/6/2023	Comment Form	General support	Duc Classins higgs and Commissioners. This should be fine proceeding the commissioners of the process of the p	
1444		1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Assumption to between health and San Arthron would be great for everyone, easier and quicker across would benefit from who dan't want to drive and would actually benefit from who which want to drive a resident and actually benefit from who which want to drive a resident actually benefit from who which want to drive and would actually benefit from who which want to drive a resident actually benefit from who which want to drive a resident actually benefit from who which want to drive a resident actually benefit from who which want to drive a resident actually benefit from who which want to drive a resident actually benefit from who which want to drive a resident actually benefit from who which want to drive a resident actually benefit from who which want to drive a resident actually benefit from who which want to drive and which want to drive actually benefit from who which want to drive actually benefit from who which want to drive actually benefit from who which want to drive actually benefit from who which want to drive actually benefit from who who which want to drive actually benefit from who who who who who want to drive actually benefit from who who want to drive actually benefit from who who who who want to drive actually benefit from who who want to drive actually benefit from who who want to drive actually benefit from who who want to drive actually benefit from who who who want to drive actually benefit from who who who want to drive actually benefit from who who who who who who who who who who	Se connect #1
1445	Jadyn Williams	1/20/2023	MyCapEx Website - Comment Form	Do not widen/no build	Texact like more options for public baneportation such as high-speed salways other than expanding highways. Access to public baneportation improves traffic, is better for the environment, and increases value of the community.	See Comment #5
1446	Jacob Barcelona	3/6/2023	Email	Multimodal Transportation	Nation 50 Angewin Manager Transprishers, and the second of	See Comment #20
1447	Jacob Barrett			Do not widen/no build	Making Shapes Manager Tomay drops; 1. See Control Statu Lind of Membra and and the status and applications and an applications and applications and applications and applications are received as a status of the s	See Convenent 45
				Caps/Deck Plazas	Not providing community benefits like funding the caps on top of the highway as has been down in Dallas and Houston is anti-Austian and hurst stappers as we'll have to fund it without state assistance. Pay for the cap puriss and to the new through laines and use that to fund the caps. Lower the design speed of LSS to 55mph and the feeders to 25mph.	See Comment 442
1448	Jacob Bowar	3/6/2023	Email	Latent/Induced Demand	Manual Shapes Manage Transp. Brown, Street, Shapes experience Office of Shapes a supermost subtion to reduce congestion. It can't promittees more people to break 4 sec., an incredibly redifficient mode of transporting people compared to other transit options. 35 set just get as congested as it was in the first price of the operation in made, the this money instead to invest in public transit.	Das Connect #15
1449	Jacob Childress		MyCapEx Website -	Reroute to 130	Tim a longitime Austin resident. I fundamentally question the need to expand the i-35 corridor in Austin and would prefer solutions that focus on routing passathrough traffic around the city center.	See comment #3
			Comment Form	Latent/Induced Demand	Similarly, I oppose major laine expansions; much evidence shows that increasing laines simply increases traffic, and I am greatly concerned about displacing residents and businesses around I-35.	Sec Comment #19
				Caps/Deck Plazas	The state of the s	See Common 442
1450	Jacob Cleveland			Latent/Induced Demand	Mohitrid's Program Manager Tremmy Abrodo	See Cerrenalt #18
1450	and Caveard				Making one bisses project from professor. Making one bisses were produced from professor. Making one bisses were produced by the bisses and sea set less to bisses of less of bisses of bisses. And in the bisses of b	Sea Connect #13
				Public Transit / Multimodal Transportation	The only way we can meaningfully reduce high-way congenion is by providing robust alternatives to car townst. We need more light real systems, before bus and believes, and more well-able closed	See Contract #13
1451	Jacob Cunningham	2/14/2023	MyCapEx Website - Comment Form	Do not widen/no build	Out equal i 35 noth of 45h street	See Comment #5
1452	Jacob Eickstead	3/7/2023	MyCapEx Website -	Public	Ethirk this expansion is poorly planned and will be poorly executed. The city doesn't need more highway to divide it. 135 has been used to separate this city for decades. TXXXXI their fines said we need more	See Communt #13
			Comment Form	transit/Multimo dal Transportation	This this expension is portly planned and will be portly executed. The dry describe more in female proximate in 1.25 has been used to separate this only for decides. TOOT that this said we need not several more information, they are more in the proximate in the	
1453	Jacob Enis	1/30/2023	Email	General support	Dane Chairman Bugg and Commissioners, As a long time resident of Austin, I am writing tooley to strongly support the I-SS Capital Express Central design proposed by 10:01. Think you for your time, Jacob Eris	See Comment #8
					ı.	

					Mobility35 Program Marager Tommy Abrego, Dear TxD0T,	See Comment #13
1454	Jacob Hartwell	3/2/2023	Email	Public Transit / Multimodal	\$500 or a instanciant plaging of year or instanciant the recommendation of the recommend	
				Transportation	specials with manual. The command reproduction is allocations to a contract of the production of the command of	
					we destinate not seem from the size given from a confident from the co	
ID	Commenter Name	Date Received	Source	Topic	Commet	Response
					As a life long Austiritie I feel strongly that expanding 135 is not the answer to Austiris traffic/transportation problems, and would like to see it No Higher No Wider - don't expand to 20 lanes.	See Comment 45
				Do not widen/no build	Thank you. Jacob Hendridson	
				Do not wasty no out a		
1455	Jacob Hendrickson			Caps/Deck Plazas	Butter I hallow Jostin and thereoff fore	See Connect #42
					Rather I believe Assis in would benefit from all for age from Lady Bits of Lake it has April Bits. And a Sand in Sand is a Sand it has been a sport Bits. And a Sanding ones in Lady Bits of Lake it has April Bits. And a Sanding ones in Lady Bits of Lake it has April Bits. And a Sanding ones in Lady Bits of Lady Bits	
1456	Jacob Ostrowski	3/7/2023	Email	Do not widen/no build	Nativité Danies Native Team (India	See Comment #5
2430	Jacob Gall Grant	3/1/2023	Linai	DO THE WIGHT HIS DOING	Mobility35 Program Manager Tommy Abrego, We don't need more circle. DO NOT TOUCH 35 Superformanced States of the Control of th	See Constant 92
1457	Jacob Stutts				Mr TLOOT TLOOT,	See Comment #5
1457	AMODIO SKUTTS				Helin	DAN LOTTERED 4"S
					Imm writing to your body to express my opposition to the 135 expension. Empirical evidence suggests that adding more highway laines only attracts more cars and leads to more congestion. This invessed use leads to more air and noise pollution creates lead statemed; in an airway's extension of the enough only, and has adverse health impacts in the community. These issues should be top of mind for DOOT planners. Yet, road expension is the only includent his been proposed deeple proven failures accords the story.	
				Do not widen/no build	Therein you, Jacob Stutts Jacob Stutts	
					ARCHO SILIDA	
			1			
				Multimodal Transportation	As an Austin resident, I don't want to travel around toem on crowded, congeleded highways. We need investment in other forms of transportation such as public buses, trains, bibling patts, or sidewalks, at of which reduce our carbon footprints, pollution, and congelerion. While these projects are long-term, capital intensive, and necessitate a transformation of our infristructure, these circumstances are not much	See Connected #20
					different from the proposed expansion.	
				community alternatives	Timplone you to invest in a reimagined future where community alternatives are accessible, affordable, and even preferable to individual car use. We need community alternatives to expansion, including Reconnect Austin and RethinkSS, to be fully studied and invested in.	See Comment #4
1458	Jacob Westfall	2/23/2023	Email	Latent/Induced Demand	Mr TDOT TADOT, Turge you NOT to widen i 35. It will not help traffic, it will only encourage even more car travel. This is a step in the WRONG direction for Austin.	See Comment #18
					Jacob Westfall	
					Good morning, I'm writing to express my extreme opposition to the current plan for expanding I-SS. I am a parent whose children have been attending Escuelta del Alma since 2019. Escuelta del Alma is a Spanish immension pre-school located at \$100 N	See Comment #21
					In writing to displace in production of the current pairs on equilibrium (1-3). I am a paint in each activated in a paint in each activated in a paint in a special beginning to depress any patients and patients an	
1459	Jacqueline Galvan	3/7/2023	Email	Business/residential displacement	necessary. The current gain results following or between times events, the laboral is accounted in a serie and that a seed accounted by this piecers and that above the laboral in a serie and a serie accounted by this piecers and that above the series of	
					Tracts, you,	
1460	Jacqueline Gross	3/7/2023	Email	Community Alternatives	Mr TADOT TADOT.	See Comment #4
					or traction industry. Lond thinks widering (3.5 is a good idea. We did that with Mopac and it was useless. I oppose expanding (3.5.5. Expansions will some traffic and many other problems, including air, water, and noise politotics, health impacts; healt indigents; and creatives. I don't want to trawill around Austin on an infantable highway, whether in a car or by walking or individual.	
					bicycling. This project will discourage walking and bicycling and transit sea. Wedge politing highways through them are not what I want for Audin. I want safe, pleasant, and walkable and bleable streets. I want community alternatives to expansion, including Reconnect Audin and Retnirk.	
					lacquirine Grass	
					Dear Chairman Bugg and Commissioners:	See Comment #8
					Thank you for recognizing that 1-55 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outstand readway is often called the Main Street of Texas, all Texas should call for bold and decisive action to brankform this critical state that of infrastructure into a modeway that will accommodate the report and memories growth we are experiencing in our great State. According, I am winter industria the receivers a recognization promoting state or promoting st	
1461	Jacqueline Hunt Bradley	2/8/2023	Email	General support	ACCORDING, I arm writing costsy to express my companies support for the I-35 Lupras Express Central design as proposed by IXLUI. I mank you for you'r consideration of this request.	
1462	Jacqueline Thomas	205,000	VOH	Do not widen/no build	I oppose this project because it's a sign of how out of step TXDOT is, with the real needs of the community and the country.	See Correst #5
2402	- Louis marks		1011	Recial justice		Sec. Contrast # 3
				Marcal Justice	Now is not the time to discible down on readway infrastructure; rather, it is time to lock toward public transportation and to bring the two sides of Austin together after so many discisy of readway-enforced apartheid. Your proposed disruption of the neighborhoods on the east side is shameful. Wake up and join the 21st century!	
1463	Jacquie Frazier			Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego,	See Comment #18
1403	and the states			Laterty/Induced Demand	Mobility's Program Marraiger Tomery Atrogic, Tieved in Mossilon, Texas for 20 years and have seen firsthand how widening freeways does it reduce traffic it in fact has the exact opposite impact and increases traffic! Jacobie Fasilon Jacobie Fasilon	200 CO CO CO CO CO CO CO CO CO CO CO CO CO
					JACQUIN CHARME	
				Public Transit / Multimodal Transportation	Please show the US how to lean into public transportation and begin the process of wearing off our dependence on cars. Local trips should be able to be EASEY made via bus, take, sail or walking,	See Comment #13
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-55 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often called the Main Street of Texas, all Texans should call for bold and decisive	See Comment #S
		2/8/2023			Thank you for recognising that 1.55 through Austin is one of the most congested readway segments in the State of Yeas. As this seriously outdated readway is often called the Main Sheet of Yeas, all Teams should call for bold and decisive aution to transform this ortical sheet of inflastructure into a readway that will accommodate the rainful and immense growth was we equilised, to be used to the state of inflastructure into a readway that will accommodate the rainful and immense growth was we equilised in the original to the state of the state of inflastructure into a readway that it is a state of the state o	
1464	Jade Shafer	2/8/2023	Email	General support		
					We have lived on Wrightwood Rd since the late 1970s. We are one of many families that live in the blocks surrounding Wilshire Boulevard and Schieffer Avenue, and we wish to ask for support from the City	See Commant #30
					of Austin and the Texas Department of Transportation to preserve and defend the safe pedestrian, bicycling, and traffic limited throughkeys that these two streets provide, in the face of the design for the new 155 project. We ask that the City and TxOT support efforts to mitigate the increased motor vehicle traffic articipated in the proposed throughfare that will meet the goals of the 155 project to cornect east and vexit Austin, while still ensuring the safety of children and pedestrians	
			1		on our magnocrosco and evenaging one investments already made in our neighborhood to encourage sate and walkable streets and increase bicycle traffic. We believe that our recommendations will encourage connectivity—while preserving the safety of two 100% residential streets.	
					We have his on the right code. It is more to his set 2000. We are our of many principles that his in the blooks are surrounding difficult to absolute and a Schaffer Annus, and on a wint to ask for appoint from the CVY of Annual Annua	
				Bitarias 4 4	ARTSON DOLLAWARD. The policity most different for this revenued are the recidence of the SchiefferWillnebrook resistant-board for resistant-board are filled with a large negotiation of variety bridges, and will continue to be on through the improving years. The local	
			1	Bike/ped safety	secretary study. Majorised Districtors, States to goods held. A rought 5. Our others daily value to the present through our treats, seried from contract, and of the contract	
1			1		version some one two servers as a con-prough in a misdirected Godgle-mapped way to avoid eaths stophights. Such traffic already poses a danger to our residentic, to increase it exponentially, which this conversion plan would do, is a daunting prospect for all of our obtains.	
1			1			
1			1			
****	l	1	MvCacEx Website -			

1465	Javiene Füytvee		Comment Form	Wildeline	In addition, for the control and forestime for the control and an addition of the control and addition of the cont	Sea Conversed #9
1466	Jake Spidle	3/7/2023	Email	Do not widen/no build	*Toppose this plan for expanding I-35.	See Comment #5
2400	and apoun	3/1/2023	J.	So no abanyino soda	**Case and consumpre should be a final serior (s.d. thin). **Disc approach pass in a consumer pass of the consume	
ID	Commenter Name	Date Received	Source	Topic	Comment	Responses
1467	Jake Tubesing	3/5/2023	Email	Community alternatives	Making Shapes Manager Training Programs (Anager Training Programs (Ana	Sea Contravel 44
					Mobility55 Program Manager Tommy Abrego, I am an Austin resident. Widening I-55 through Central is a misquided decision. It will result in the waste of billions of dollars and cause untold disruptions during years of construction, and for what? There will be no long/arm improvement in	See Comment #4
1468	Jake Wegmann	3/6/2023	Email	Community alternatives	Manipul Stranger Tomory Reging. I are an Autor Transfer Lineary Enterory Enterory Reging is a series of a little and distance and dist	
1469	Jakin Cordova	3/7/2023	Email	Do not widen/no build	Radio 55 Angeles Marges Training Training Strategy. The register of the Strategy Training Strategy. The register of the Strategy Training Strategy Trainin	Sea Comment #5
1470	Jakob silva	1/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	The read self to Cheaper than car infrastructure and more efficient.	Set connect #1
1471	James Brady	2/20/2023	VOH	General support	Name actions and instrument the proposed piec. The second properties of the propert	See Connect # 8
1472	Aurress			Air Quality/Veine	Data 15 Copied Express Control. Set S Copied Express Control. And Third control displaced displaced and provided and prov	fine Comment #34
	Jamed Burnalde			Community alternatives	The ST Cognit Express Control, And Theoremset Impact Strainment State Control Express Additional of the Related Globals ACOFF Commissioners, Mrs. and Consultance, State Control Express Additional of the Related Globals ACOFF Commissioners (Mrs. and Consultance, State Control Express Additional of the Related State Control Express Acoff Control Expres	Des Connect 44
1473	James Cassell	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Please include/look into rail options along i-35 to move people/finight between Sain Antonicy Austin and Dallas, Studies show induced Demand from new lanes desent reduce traffic congestion. The best way is to take people/finight off the road. Having a rail line for people to take a trail to a hazing a line for finight would reduce the amount of people on the road.	See comment #1
					Our Chammer heig and Commensioners: There is no few recipitating face 1.50 from fluids in see of the most inregalant causins appared to make a page of the commensioners. As the commensioners is not the commensioners of	See Contempt 48
1474	James Duffee	2/7/2023	Email	General support	Issuing life of you known pursue been required to suppress exhibiting CNDV 20 suppriss. Figure are could be standed closer, given compared to the country of	

1475	James Dyess	2/7/2023	Email	General support	Due Chairmen Raig and Commissioners: Thank you for excepting that 150 through Audit is one of the most congessed makes appears. In the State of Texas. As this serious) and both or makes by their Accessing, I can writing shall be a serious of the most of the most congessed makes a separate in the 150 congessed and the serious of the most of the most of the most congessed makes and the serious of the most of the	Sas Commerc #8
1476	James Gavin	2/23/2023	Email	Bike/ped safety		See Comment #30
					Tay boot hour, Lapses pay figure to expend OS as the pile does not meet the needs of the community that eachs and bites. James Gene	
ID	Commenter Name		Source	Yopic	Comment	Responses
1477	James Grau	1/8/2023	MyCapEx Website - Comment Form	General support	Table lates trought trans attention that many relations in the S. Antice are ground the transition and continued and continued. The same state of the same s	See Comment #8
					As Charywood resident, fine eldnessly concerned that the expenses proposal ideas it notices any shelly for a cop to be added to the aution believes bilarour Dean Kaston and 28th 1/2 sheet. This is owns of the miss accident of the miss accid	See Comment #42
					revise the plan for this section of IDS so that a cap could eventually be added (if funded). The "stitches" don't offer any benefit to residents (who wants to hang out right above the highway?) so feel free to remove the stitch plan in lieu of enabling a cap.	
1478	James Gray	3/6/2023	VOH	Caps/Deck Plazas	a cap. Additionally, many Chernywood residents have expressed that it would be preferable to remove the highway exits between Manor and SBth street so that the impact and footprint of the access read could be made significantly smaller. This would also reduce it exercised in resource of increased are profition that the eight profit of the country of increased are profit on that the eight profit of the country of increased are profit on the country of increased are profit on discovered profit of the profit of increased and country of increased and compression removes the program country of increased and increased are made on the profit of increase and increased and increased and compression removes the profit of increase and increased	
					Unity учески педудостноски выс солирова разменения и пере подости и педуствення перес от подовения от петине петор.	
1479	James Hallamek	3/7/2023	Email	Do not widen/no build	MobilityS5 Program Manager Tommy Asneps. Expension of 135 near devertown Auditn would displace bosinesses, pollute central Austin, and perpetualle the recist origins of the highway. Additionally more lanes would not reduce traffic in the long term James Hallamak	See Comment #5
						Su former &
1480	James Hellrich		VOH	Record justice Do not wider/his build Do not wider/his build Records to 130 Community alternatives Later/Indused Damend	Tables of the district of the comment See Comment #5 See Comment #5 See Comment #3 See Comment #3	
1481	James Hilty			Do not widen/no build	MobilitySS Program Manager Tommy Atrogo,	See Comment #5
2402						
					I am writing to oppose the US expansion plans. Expansing (SS is a resily bad blass. Amen Villy Amen Villy	
				Latent/Induced Demand	At will do is cause more traffic, more accidents and more ham. Not to mention the 10-year of construction will make 15's unusualle even as it is now.	See Comment #18
					Not to mention the 10 year of construction will make (35 unusiable even as it is now.	
				Public Transit / Multimodal Transportation	I honestly believe that investing the money into public transportation, or at the very least expand a road that goes around Austin and not right through it.	See Comment #13
1482	James Houston McNabb		MyCapEx Website - Comment Form	Bury/burnel	National of Suprogramments 28 from place about 1 cares, Down 11.0 for exemptor down they stand diagrag on unbeyone near MagaC There is said cross from them. The is just on revenue to begin this place, not be seen to see the said cross from them. The is just on revenue to begin this place, not to see the seed of the stand to find the fact the former and businesses will be wiped as. This wrong on a personal level too, Cross samply too of Portuga.	See Comment #25
				Reroute to 130	Alternative routes should be encouraged, US 183 for one, US 183 has seen some improvements recently. Drivers need to be encouraged to use other routes like 183 and the one seat of town.	See comment #3
					1 am resident in Delwood 2, together with my family including my daughter who attends Maplewood Elementary.	See Comment #194
					Law resident in Delawad 2, highfur with my family midurid my designed who attends Majdrowood Brameting. Have a separity comment appealing the venicimental regard of the 15th Institution to addressed by 100CH Annual Conference of the Conference	
					To be the control of	
					To the contract of the contrac	
					https://doi.org/10.1016/j.aisp.2019.03.008 -Bars, R. J., Turrbull, R. F., Turrey, S., Husser, D. S., & Hursdo, P. S. (1997). Guidelines for Bicycle and Padestrian Facilities in Texas. https://doi.org/10.1016/j.aisp.2019.03.008	
					switch a feasible, A. E. Salesta, A. Coulder, L. E. Salesta, A. Coulder, Secondary country performance for the less part of secondary country of secondary c	
					the design on pedestrian and bike east west connectivity. The baseline for comparison should be the SPUI (and convoluted pathways for peda/bikes) against intersections with at grade crossings, such as that proposed for the E. Riverside Drive design in Alternative 2.	
					2. How will TXDDT prevent the occupation of pediatrian turnels by those seeking shalter due to lack of affordable housing? That the community looking at the maps during the consultation in East Austin Immediately called these *Immedia turnels* should communical that TXDDT has not provided sufficient information, consultation, or engineering on these options.	+
					Imminorative carear snew immunity should communicate that TXDOT has not provided sufficient information, or engineering on these options.	
1 1					L	_

	ů.					-
					3. TXDOT should present a design that prioritizes pedestrian and bite corrections strough the Airport Bhrd intersection. In particular, the death impact statement says that bite and pedestrian access will "Valore for glarened future trails as shown on the City of Auditor (City) Bale Flant. Accordingly the document should address the City of Auditor places for the Airport Bhrd shared uses bite and pedestrian pathways. Why, then, is there are mention or inspection with the City of Auditor places for the Airport Bhrd shared uses bite and pedestrian pathways. Why, then, is there are mention or inspection with the City of Auditor Springer.	
					The differ segmental in regional degrees such and \$2.5 the center manufacturity and this could if the in. Specialists, the executational inspect distances their designs in entiring an executation of the interest product of the production of the section of the s	
					improve connectivity for the conversely and generaling control engineerizons, while coding control provide connectivity interior connectivity for the Control provide connectivity for the Control provided by the LSS must address where the affected communities have been displaced to, and address the continuing impacts of the LSS in those neighborhoods. Seconficially, increased effects should be made to provide a trained connectivity for the SL birth's neighborhood. At creates the concessal contains a consisting furtile which has indicutous switchbacks to access it; one need only look at the part	
					bridge over Airport Blvd between 12th and Springstale to know that the proposed connection (at Clapital Plaza) will simply not be used. Again, this is an engineering failure to provide the claimed pedestrian and bike East, West Connectivity; simply drawing lines on a plan is not engineering to serve pedestrians and cyclists.	
					5. TDCT should explore a pediatrium and bits connection that utilizes the foorthead Greenway in Munifer for a gently sloping garbasy to an overhead connection. This should be done without creating open space undermeitable through capital prices undermeitable through capital prices undermeitable through capital prices (and in the capital prices), in order to avoid creating covered areas for ecceptation by those sealing shallow due to be laid, of although because. This provides an opportunity for pediatrium, bride seal west connectivity, feeling the raise quick opportunity for pediatrium, bride seal west connectivity, feeling the raise quick opportunity for pediatrium, bride seal west connectivity, feeling the raise quick opportunity for pediatrium, bride seal west connectivity, feeling the raise quick opportunity for pediatrium, bride seal west connectivity, feeling the raise quick opportunity for pediatrium, bride seal west connectivity, feeling the raise quick opportunity for pediatrium, bride seal west connectivity, feeling the raise quick opportunity for pediatrium, bride seal west connectivity, and the raise quick opportunity for pediatrium, bride seal west connectivity, and the raise quick opportunity for pediatrium, bride seal west connectivity.	
1483	James Howison			Delwood	connectivity, Ideally that ramp could gently slope back down on the eastern side of the freeway, creating usable connections to 42th street and Airport Blvd.	
ID	Commenter Name	Date Received	Source	Topic	Comment	Responses
					A TOTAL data set with the City of Adult to better access to the December 2 registration. At set consequence with the complication of the City of Adult to th	
					Fermode entrance which is much side to use (especially if towing any training. DOOT should produce alternatives which address impacts on control to and from our neighborhood, including commitments during the construction period. If a full trailing light at Perivaced retrogram of Perivaced frontage read connection (which address impacts on control to an explication of the perivaced or resource).	
					through traffic that spitts into our residential streets as an impact of the LTS intersaction). Take my disugitair to and from school at Maplewood jourch of Airport; LTS traffic and the lack of traffic signals at Parkwood or Rowood make this a challenging situation. Effort should be made to consider these impacts.	
					Finally, I reiteralte my support for the letter produced by our neighborhood association (Delenood 2) and the NCINC letter.	
1484	James MacKay	3/7/2023	Email	Reroute to 130	In Incold Trust. These search the 3-5 de-Shough, Judice selection production and binking mobility in the city. That is depicted to the control of the cont	See Comment #4
					I like that the plans include sinking below grade, but I would like to see the cap expanded northward up to 38 / 12 Street. I don't think additional lanes though the center of our city is the solution. Encourage routing through traffic to SH-130. I have lived in central east Austin for over 31 years and this is a once in a generation opportunity to help right past mistakes dividing our city.	
1/05	Inmed Manager	1/31/2023	Small	General support	Part Parisman Burst and Paramininance Wheek on far constituted that 196 hearth traffic is one of the mast announced analysis constant in the Outst of Year. At this contract, confident analysis is always	See Comment #8
1485	James Magness	4/34/2023	Email	Annua appear	Date Chairman Bogg and Commissioners: Their you for recogniting that 155 through Audin is one of the most congested readway segments in the State of Teas. As this seriously outdated readway is other coaled by the State Developer of Teas, at Teas is seriously outdated readway in other coaled by the State Developer of Teas, at Teas is seriously outdated readway in other coaled by the State Developer of Teas, at Teas is seriously outdated readway in other coaled by the seriously outdated readway in other coaled by the seriously outdated readway in out of the seriously out of the seriously outdated readway in our seriously out or proof and outdated of this request. According, It is writing body to repress or promisely septor the 154 SEG STATE or promisely 154 CET. These proposed by 154 CET. These	
1486	James	3/7/2023	Email	Public Transit /		See Comment #13
	James Mendoza Moreno			Public Transit / Multimodal Transportation	Manual Shapes Manage Trains plants. As Trains (Inpair to All Special September Trains plants). As Trains (Inpair to All Special September Special Sp	
					PAL (people link.	
					Mobility55 Program Manager Tommy Abrago, Expanding 155 Sin Dourtoon Autorn all results in more traffic, lesis mobility overall, and an even begger divider between disentations and each Audin. What this city needs to break the globals is not more cars and the appeal for them all, but standards results are shown and and the program of a vertical in a result. There are before very to break the shift from 19 incentivation grows people to thop on 155 doubtoon.	See Comment 13
				Public Transit / Multimodal Transcortation	Expending 2.5 on Doestinon Assists on in found in more leaffic use modelity owned, and as own tagger double between doublemand and said Assists. What the dry insects to takes the gistrock in not more cost and the special for them as it, but a family an expension of common owned. The man is better than the process of the	
1487	James Meyers			Transportation	As an Austin citizen and tarpayer, I expect the city and state to do what's in the best interest for the people, not big business. The 1% do not need any more money, not when the vast majority of people in this city are struggling to make ends meet.	
	and myor					
				Latent/Induced Demand	It has been proven time and time again that highway expansions do pracisely nothing for traiffic congestion. What has been proven to work is providing people with alternative methods of getting to where they need to be. Moving more than one or two people at a time via train or light rail is a known way to reduce traffic congestion.	See Comment #15
1488	lames Microschin	3/7/2023	Email	Constal contest		Sue hormont &R
1400	ARTHES MIRESCHIII	3/1/2023	Email	General support	ThOOT must increase the capacity of ROS. It is Thiff major transportation route in Audits and it has to have more laines than it presently has. Houston figured this cut man's years ago when they expanded the Kaip Freeway to fine laines on each side. There is no reasonable alternative. James Mentschin	Data Centralis Ao
1489	James Montagna	3/1/2023	Email	Do not widen/no build	Milkel I am not a resident of Texas I oppose the plan to expand ISS. Time and time again highway expansions are hailed as "improving flow" when in reality they do not reduce congestion, included they desirely religiborhoods and cost billions of	See Comment #5
					White I are not a resident of Teach oppose the plan to expand 135. Time and time again highway expansions are hailed as "improving flow" when in reality they do not reduce congestion, instead they destroy neighborhoods and cost billions of doctions that are better speakers. Please do not expand 135	
					Please do not expand ISS	
1490	James Morgan	3/7/2023	MyCapEx Website - Comment Form	Do not widen/no build	No. This proposal won't solve any traffic problems. Let make "when we are born are we driveral" or do we learn to Walk or Ride a bike first?	See Comment #S
					Let me ask - when we are born are we drivers? Or do we learn to Walk or Rice a bike first? This proposal only came about drivers and mostly prioritizes those going straight through the city.	
1491	James O'Leary	110,000		Do not widen/no build	Helia, Lam an Audit mediant writing to express my strong opposition to the expension of 1-35 through downtown Audit. This will displace neighborhoods and in the long term serve only to make straffic verse. Thank you, James O'Leary	See Comment #5
	,				. Thank you, James O'Leary	
				Public Transit / Multimodal Transportation	I am advocating instead for increased spending on public transportation options such as trus routes and light rail to reduce traffic on Austin roads	See Comment #13
				Transportation		
1492	James Peacock			Do not widen/no build	Makind ST. Regions Makager Immore States; May Refer use of This wide Not Annian and Honor Annian Control of States. As comment resident of Austin we are deeply opposed to the expansion of 1-35, especially right through the middle of our quant coys! Chronically insert would be emaking, but firm out serve wire there yet as a transportation organization (registrately).	See Comment #S
					Obviously trains would be amazing, but I'm not sure we're there yet as a transportation organization (regrettably). James Peacod:	
				Reroute to 130	We hard have not I don't want to on Aurite houses norther history had Martin. More along along at four periods around the six. We seen he assignative sents fail if our periods the	See comment #3
				MINUS ID 2.30	This loss it here ain'd don't want to see Audin become another highway hal Hoodon. Please please please it lead revoke evond the oil; it's gind be marginally similar costal And if not very worth the expense in my option. The reposted in 1500 yallow for 155 and 10PPOZE expension in general. But for the lose of Gody, desiron, immer, please please thirth of your oldanes and at the very been minimum to accept a remoded	Jan Cartering F-2
					equirsion plan.	
1493	James Poynter	3/7/2023	Email	Do not wider/no build	Mobility55 Program Manager Tommy Abregio. The process with the miseable and the end result will be lacking. The chy deserves better. James Ryopter	See Comment #5
					Alerida Poprilar	
L		<u> </u>				
1494	James Robertson	2/23/2023	Email	Do not widen/no build	Nor TuDOT TuDOT, 12-07. Please send through traffic to 3-1 wast community alternatives to expansion, including Reconnect Austin and Rethrin3-5, to be fully studied James Rebordon. James Reburston.	Sue Commant #5
					James (CONTEXT)	
					Data Sto	See Comment #5
					Lead Falls: If an entiring is provide feedback on 100Th Dark Environmental Impact Binamours (Edit) is be included in the efficial monof for the project. The preferred attenuative (Modified Johnson 100Th is unacceptable as described in the Edit Section 100Th in the common of the project and the section 100Th in the common of the project area. In lower green consume one 100Th process and the approxy preferred design as welf-section 100Th information 200Th in the common of the project area. In lower green consume one 100Th process and the approxy preferred design as welf-section 100Th information 200Th	
					Alternative 3. As described in greater detail below, my concerns are as follows:	
					Zandous de Oriente Zauturis To Manch, Doos Tao Little Salvanis To Manch, Doos Tao Little Salvanis To Manch, Doos Tao Little Salvanis To Grigoria Sin - Proprieta Manch Andrew Malha and Enri Propriet Broner Andrew Malha and Enri Propriet Broner	
					4.How to Make a Bad Project Better While my general comments apply to the 1-35 Central project as a whole, my specific comments tend to focus on the north-central portion of the project, as that is where I live and where I mostly move about the central city.	
					Althors believe a lader Project Beller Althors Selected Beller Althor	
1495	James Robertson	2/24/2023	Email	Do not widen/no build	The AOI (about 60 square miles) is already largely urbanized. That's like latting a new smoker that her new habit is likely to give her bad breath, while ignoring the fact that this new habit has a good chance of killing her. Of course the project will have minmal included growth in the already urbanized cover of Justin. The true included growth—and all the ill effects that will come with it (increased congestion, loss of open space and habits, air polition, increased greenhouse gasses,	
					inc) — Will occur in the areas made more uttractive to development directly because of this project. Does 1::001 seriously think that the suburban spread of Austin towards Dripping Springs, Spicowood, Egin, and Bastrop would have occurred without the creation of highways 200 West, 71 West, 200 East, and 71 East? 2 Hurst To Morket, Does Too Little	
1498	tomas Sanni	20.00		Do not widen/no build	Tam stongly opposed to the expansion of 135 through Austin.	See Commont #N
			My Cap	Latent/Induced Demand	I am secrety opposed to the operation or 1-30 introgen waters. An expansion will do inequalite harm to the people and businesses of Austin, and – as with every other intensiste expansion – will not alleviate traffic (due to Induced Demand).	Jac Contrast 4 35
			E-			

1497	James Simmons	1/5/2023	MyCapEx Website - Comment Form	Bury/tunnel	The Model and Contention 2 piece was not to be an integral performance on an assessment of the contention of the content	See Comment #25
1498	James Van	2/24/2023	Email	General support	It is vely plact time for this project to get started. All of the foods that are against it want everyone to ride a bicycle through Austin. This project should have been done 20 years ago, I do think it's a terrible idea from the foods understood in the second support of the control of the	See Connect #8
	Shellen beck				words "More, beaus, places, places reviews which are not be activated by the project, Adding down on or a motion continue." It is war paid from the thin project of places and a first of the first has down down or a motion or a motion of the places of th	
					Tang Pilin Location in Application i	See Comment #8
					Transportation (TxDOT) in January 2023. Attached is HECA's letter of support. Thank you for your decidation to serving the obtains of Texas, Jami Sms.	
1499	Jami Sims	3/3/2023	Email	General Support	Orestor of Policy and Government Affairs	
1500	jamie altnutt	2/3/2023	Email	General support	Dear Chairman Buse and Commissioners: Therk you for recomining that I 55 through Austin is one of the most consented readness segments in the State of Teas. As this seriously outdated madese is often	See Comment #6
					Duer Chairman Bugg and Commissioners: Therk you for recognizing that 135 through Austin is oned the most competand roudway segments in the State of Texas. As this seriously outland coadway is often coaled by Market Street (Fees, all formats should all of the section by barried miss in circle that the section by the section between the section by the section by the section by the section between the section by the section by the section by the section between the section by the sect	
					nequest. James Allmutt	
1501	James Controll	2/8/2023	Email	General support	Duer Chairman Bugg and Commissioners: Thank you for recognizing that I-55 through Austin is one of the most congested nactively segments in the State of Toos. As this seriously outside notable you will not be a few of the seriously of the seriously of the seriously of the this seriously of the this seriously of the this seriously of the serious	See Correlat #S
					cases the wind-border create, as international case for data of an observed account of parameters than a restaurance mice or manufactured mice a restaurance mice or manufactured mice a restaurance mice or manufactured mice a restaurance mice or manufactured mice a restaurance mice or manufactured mice a restaurance mice are supervised as parameters of the request. James Carterel 3 James Cartere	
ID	Commenter Name	Date Received	Source	Topic	Commiet	Responses
					Date Claims Reg and Commissioners. This poll of Commissioners will be Straigh Autors to one of the most composed readiny segments in the State of Years. As this seriously authorised readiny is after called the Main Sheet of Years, all Teams should call for bad and decisive action to branches the straight call reading the straight of the Straight Commissioners of	See Comment #8
1502	Jamie Merendino	2/8/2023	Email	General support	action to transform the critical stretch of infrisidructure into a road-way that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express. Central design as proposed by TADOT. Thank you for your consideration of this request.	
1502	Jamie Merendino Chandlee	2/6/2023	Email	General Support		
1503	Jan Wesson	3/7/2023	MyCapEx Website - Comment Form	Do not widen/no build	Please stop the crazy plan for 135 expansion, it will be an environmental disaster and it will destroy neighborhoods.	See Comment #5
1504	Jana Birchum			Do not widen/no build	Mr NEOT TLOOT.	Six Comment #5
					In FOOT COST. In engogrant to the counter preparable for TSS expension through disenteen Audion. The road was built with the distance of an I headful oily in road, the the preparable furthers that goal, waily proping it can the current day. It is complainly expressed by the counter of the	
					edromely divisive, in the most concrete (hahla) of ways. Janie Birchum Janie Birchum	
				Reroute to 130	With 130 available as an option, we have to opportunity to half the scar of Rf 35, putting local traffic below ground and highway traffic around the city.	See comment #3
1505	Jane	2/26/2023	MyCapEx Website -	Recial Justice	Phases reconsider your plan to add 2 laines at street level to the East side of 35 near Airport Rd. You are destroying part of our historic neighborhood and doing more damage to East Austin which is always	See Comment #3
			Comment Form		Please recording your glan to add 2 lates at tower level to the East asked 45 creak Pupor fild. You are destroying part of our historic registeration and doing more damage to East Audit which is always the for part of Audit to the harmed when there's a change. A transfer as a writin rate of an extra and an extra and of crime. In addition frys. I follow, your gives you all have to deminest a ready but their receives beauting project. This is very unions.	
1506	Jane Lundquist	1/4/2023	Email	General support	l attack convents on AC 2. Ad 3 as window be failure access for pech bibes with ped bridges at "structure" (frost) fromesy ventral memory. Devander reachesy obsculutes will be closed during cold most wanter. This will less to question.	See Commet 49
1507	Jane Montecillo	1/31/2023	Email	General support	Duer Chainmen Begg and Commissioners. This key for immigrating this ISS through Justin is a use of at a must compared analysis symptom in the Baller of Ease. It has instruction produced in the Baller of Ease. It has instructed in the Baller of Ease of Ease in Ease in the Baller of Ease. It has instructed in the Baller of Ease in	See Comment #8
1508	Jane Peart	2/7/2023	Email	General support	One Chairmen Bugg and Commensioners: Thank you for excepting that 1.55 through Audin is one of the most congested enders response in the State of Texas. As this seriously existed endersy in other than the seriously existed in the seriously existed enders in the State of Texas. As this seriously existed endersy in other Association, in entered thinly in Serious any complete support for the 135 Capital Express Centre disagn as proposed by T-COT. Think you for your consideration of this required. Except, June 1997.	Six Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this	
					request. Sincerely, Jane Peart	
1509	Janet	1/23/2023	Email	Parks		See Comment #150
1509	Janet	1/23/2023	Email	Parks	An quarties werk as plays, been my quarties. What is 10ch gauge to its with the batte sees at leafy that late bridge. I haven't have suppling addressing this narrow bridge compared to the expension harth and South. Please schole. Joint Cares Cherrycold Registerious Seet from Mall for Wildows.	
1509	Janet	1/23/2023	Email	Parks	An quarties werk as plays, been my quarties. What is 10ch gauge to its with the batte sees at leafy that late bridge. I haven't have suppling addressing this narrow bridge compared to the expension harth and South. Please schole. Joint Cares Cherrycold Registerious Seet from Mall for Wildows.	See Comment #350 See Comment #8
					An quarties werk as plays, been my quarties. What is 10ch gauge to its with the batte sees at leafy that late bridge. I haven't have suppling addressing this narrow bridge compared to the expension harth and South. Please schole. Joint Cares Cherrycold Registerious Seet from Mall for Wildows.	
1509	Janet Janet Dunn	1/23/2023	Ernail VOH	Parks General support		
1510	Janet Durin	2/21/2023		General support	No quotient and has always, been my custion. What is Note gang to all with the latter sens at Leafy first Late bridge. I haven't takes anything addressing this name bridge compared to the expension to the superior and the super	See Comment #8
					No quotient and has always, been my custion. What is Note gang to all with the latter sens at Leafy first Late bridge. I haven't takes anything addressing this name bridge compared to the expension to the superior and the super	
1510	Janet Durin	2/21/2023		General support	All yourselves where my question, 1964 is 100d going to a win the latter read of Larly Brill Links bridge. I haven't have anything addressing this server bridge compared to the expension further and Calum. Please above. Several law (any Compared the Section Report of the expension further and Calum. Please above. Several law (any Compared the Section Report of the expension further and Calum. Please above. Several law (any Compared the Section Report of the	See Comment #8
1510	Janet Durin	2/21/2023		General support	All yourselves where my question, 1964 is 100d going to a win the latter read of Larly Brill Links bridge. I haven't have anything addressing this server bridge compared to the expension further and Calum. Please above. Several law (any Compared the Section Report of the expension further and Calum. Please above. Several law (any Compared the Section Report of the expension further and Calum. Please above. Several law (any Compared the Section Report of the	See Comment #8
1510	Janet Durin	2/21/2023	VOH VOH Ernalt	General support	All quantities and the advance bearing quantities. While is 100 per got to shall the before read at lady first Lade bridge. I haven't seen exprising addressing this exerce bridge companed to the expension further and Call. Place and Call.	See Comment #30 See Comment #30 See Comment #30
1510	Janet Durin	2/21/2023		General support	All quantities and the advance bearing quantities. While is 100 per got to shall the before read at lady first Lade bridge. I haven't seen exprising addressing this exerce bridge companed to the expension further and Call. Place and Call.	See Comment #8
1510	Janet Durin	2/21/2023	VOH VOH Ernalt	General support	We question and hear always bear my question. What is TOM2 going to always from the barriers and a large first future bridge. I haven't been expering advancing this narrow length compared to the expension further and class. A length of the properties of the expension future bridge compared to the expension future bridge compared to the expension future bridge compared to the expension future. Good mining questions will have additional expension from the class of future bridge compared to the expension future bridge comp	See Comment #30 See Comment #30 See Comment #30
1510	Janet Durin	2/21/2023	VOH VOH Ernalt	General support	All quantities and the advance bearing quantities. While is 100 per got to shall the before read at lady first Lade bridge. I haven't seen exprising addressing this exerce bridge companed to the expension further and Call. Place and Call.	See Comment #30 See Comment #30 See Comment #30
1510 1511 1512	Janet Dunn Janet Evens Janet Webow	2/11/2023 2/10/2023 2/10/2023	VOH VOH Ernalt	General support Bit ay year safatry General support	Any quantities and hear arrange bear in guardian. What is 100d going to during the leader reaso at large first future bridge. I haven't been expering advancing this narraw lenigh compared to the expension further and class. A reason for the properties of the expension for the expension of the e	See Comment #30 See Comment #30 See Comment #30
1510 1511 1512	Janet Dunn Janet Evens Janet Webow	2/11/2023 2/10/2023 2/10/2023	VOH VOH Ernalt	General support Bit ay year safatry General support	Any quantities and hear arrange bear in guardian. What is 100d going to during the leader reaso at large first future bridge. I haven't been expering advancing this narraw lenigh compared to the expension further and class. A reason for the properties of the expension for the expension of the e	See Comment #30 See Comment #30 See Comment #30
1510 1511 1512	Janet Dunn Janet Evens Janet Webow	2/11/2023 2/10/2023 2/10/2023	VOH VOH Emait McGuet's Waterday Commerce from	General support Bit ay year safatry General support	All you control and hear advance house my groundies. What is TOOM going to all will his before read of large first funds froige. I haven't have expelling advancing this current height compared to the expension from the first product of the product of the separation. Please active the compared to the expension of the separation of the	See Comment #30 See Comment #30 See Comment #30
1510 1511 1512	James Dunn James Evers James Wishow James Zottar	2/11/2023 2/10/2023 2/10/2023	VOH VOH Ernalt	General support Bixaryosis safety Bixaryosis safety General support Do not widen/no build Public Towar/ Multimedal Transportation	Operation and has always, bear in guestion. What is 100s gaing to during the large to during the large transport of the superation with an always bear in guestion. What is 100s gaing to during the large transport of the superation with a superati	See Comment #30 See Comment #30 See Comment #30 See Comment #30 See Comment #30
1510 1511 1512	James Dunn James Evers James Wishow James Zottar	2/11/2023 2/10/2023 2/10/2023	VOH VOH Emait McGuet's Waterday Commerce from	General support Siting-year safety General support Do not widen, this build	Any quantities and has always been my quarties. What is TONE ging to a wint the latter seas of Large first fund brings. I haven't have anything addressing this search ledge compared to the expension fund to the product of the season of Large first fund to the season of Large first fund. And of this general season will make see of general to the season of Large first fund. And of this general season will make see of general to the season of Large first fund. And of this general season will make see of general to the season of Large first fund. And of this general season will make see of general to the season of Large first fund. As all the set of Large first fund and Dountstown Audit. The only thing is an ord same should be fine large first fund. As all the set of Large first fund and Dountstown Audit. The only thing is an ord same should be found to the season of Large first fund. As all the set of Large first fund and Dountstown Audit. The only thing is an ord same should be found to the season of Large first fund. As all the set of Large first fund and Dountstown Audit. The only thing is an ord same should be found to the season of Large first fund. As all the set of Large first fund and Dountstown Audit. The only thing is an ord same should be found to the segment of the segment of Large first fund. As all the set of Large first fund and Dountstown Audit. The only thing is an ord same should be first fund. As all the set of Large first fund and Dountstown Audit. The only thing is an ord same should be first fund. As all the set of Large first fund and Dountstown Audit. The only thing is an ord same should be first fund and Dountstown Audit. As all the set of Large first fund and Dountstown Audit. The only thing is an ord same should be first fund and Dountstown Audit the Season of Large first fund. As all the set of Large first fund and Dountstown Audit the season of Large first fund and Dountstown Audit the Season of Large first fund and Dountstown Audit the Season of Large first fund and Doun	See Comment 450 See Comment 450 See Comment 450 See Comment 450
1510 1511 1512	James Dunn James Evers James Wishow James Zottar	2/11/2023 2/10/2023 2/10/2023	VOH VOH Emait McGuet's Waterday Commerce from	General support Bixaryosis safety Bixaryosis safety General support Do not widen/no build Public Towar/ Multimedal Transportation	Operation and has always, bear in guestion. What is 100s gaing to during the large to during the large transport of the superation with an always bear in guestion. What is 100s gaing to during the large transport of the superation with a superati	See Comment #30 See Comment #30 See Comment #30 See Comment #30 See Comment #30
1510 1511 1512 1513	James Euron James Euron James Walkow James Zeither James Zeither	3/23/2023 3/10/2023 3/13/2023 2/25/2023	VOH VOH Email ShiCapifi Milmole Common Firm Micapifi Milmole Website Common Firm	General support Bits production of the support Canarial support Do not widen/no build Public former/ Muttercolal Transportation Water Quality	Out outstand not have always been my question. What is TOOK going to a wint the latter reaso of Large first future bridge. I haven't been experience with mean and considerable productions. And of this reason is a considerable production of the separation of the s	See Comment #30 See Comment #30 See Comment #30 See Comment #30 See Comment #33
1510 1511 1512 1513 1513	James Euron James Euron James Worker James Zeither James Zeither James Williag Bibly	2/21/2023 2/10/2023 2/10/2023 2/25/2023	VOH VOH VOH Ernalt Springle Wilsole Comment Form Michaele Welnite Comment Form Ernalt	General support Bits production of the support Canarial support Do not widen/no build Public former/ Muttercolal Transportation Water Quality	Out outstand not have always been my question. What is TOOK going to a wint the latter reaso of Large first future bridge. I haven't been experience with mean and considerable productions. And of this reason is a considerable production of the separation of the s	See Comment #30 See Comment #30 See Comment #30 See Comment #30 See Comment #30
1510 1511 1512 1513	James Euron James Euron James Walkow James Zeither James Zeither	3/23/2023 3/10/2023 3/13/2023 2/25/2023	VOH VOH Email ShiCapifi Milmole Common Firm Micapifi Milmole Website Common Firm	General support Bits production of the support Canarial support Do not widen/no build Public former/ Muttercolal Transportation Water Quality	Any quantities and has always been my quarties. What is TONE ging to a wint the latter seas of Large first fund brings. I haven't have anything addressing this search ledge compared to the expension fund to the product of the season of Large first fund to the season of Large first fund. And of this general season will make see of general to the season of Large first fund. And of this general season will make see of general to the season of Large first fund. And of this general season will make see of general to the season of Large first fund. And of this general season will make see of general to the season of Large first fund. As all the set of Large first fund and Dountstown Audit. The only thing is an ord same should be fine large first fund. As all the set of Large first fund and Dountstown Audit. The only thing is an ord same should be found to the season of Large first fund. As all the set of Large first fund and Dountstown Audit. The only thing is an ord same should be found to the season of Large first fund. As all the set of Large first fund and Dountstown Audit. The only thing is an ord same should be found to the season of Large first fund. As all the set of Large first fund and Dountstown Audit. The only thing is an ord same should be found to the segment of the segment of Large first fund. As all the set of Large first fund and Dountstown Audit. The only thing is an ord same should be first fund. As all the set of Large first fund and Dountstown Audit. The only thing is an ord same should be first fund. As all the set of Large first fund and Dountstown Audit. The only thing is an ord same should be first fund and Dountstown Audit. As all the set of Large first fund and Dountstown Audit. The only thing is an ord same should be first fund and Dountstown Audit the Season of Large first fund. As all the set of Large first fund and Dountstown Audit the season of Large first fund and Dountstown Audit the Season of Large first fund and Dountstown Audit the Season of Large first fund and Doun	See Comment #30 See Comment #30 See Comment #30 See Comment #30 See Comment #33
1510 1511 1512 1513 1513	James Euron James Euron James Worker James Zeither James Zeither James Williag Bibly	2/21/2023 2/10/2023 2/10/2023 2/25/2023	VOH VOH VOH Ernalt Springle Wilsole Comment Form Michaele Welnite Comment Form Ernalt	General support Bits production of the support Canarial support Do not widen/no build Public former/ Muttercolal Transportation Water Quality	Visualization of the activate bearing continued. What is 100d going to all with the factor reason of study first class froign. I haven't have experting advantage (first current indige compared to the experiment with the speciment of the experiment See Comment #30 See Comment #30 See Comment #30 See Comment #30 See Comment #33	
1510 1511 1512 1513 1513	James Euron James Euron James Worker James Zeither James Zeither James Williag Bibly	2/21/2023 2/10/2023 3/13/2023 2/21/2023 3/13/2023	VOH VOH VOH Email MiChalet Website Comment From MiChalet Website Comment From Email Email	General support Bits a paid service General support Do not widen, his build Passes Trained / Malfirmetal Trainsportation Water Quality General support	Visualization of the activate bearing continued. What is 100d going to all with the factor reason of large first class from the continued from the continued of the separation	See Comment #30 See Comment #30 See Comment #30 See Comment #30 See Comment #30 See Comment #30 See Comment #30 See Comment #30 See Comment #30 See Comment #30 See Comment #30 See Comment #30 See Comment #30

4540	to and the decomposition of	2/1/2023	Marie Water	Regional connectivity	Commuter Rail is screly needed in Central Texas. Devote a line along 135, between Austin & San Antonio to start. Stop expanding roads, by the time y'all finish you have to start again.	To compare
2320	Janes Lituraly	2/2/2023	MyCapEx Website - Comment Form	regular delinations	Contracts read in a new years on the transition in the state of the st	JANS MATERIAN T A
1519	Jared Nations	3/2/2023	Email	Reroute to 130	MobilityS Program Manager Transmy Arragin. Lean a resident of Audits and it is like in make it brown that ill sovingly opposed SS experience, Out to many other recipir crisis and report lean the last place of the last content of those crisis is brown to manage shafer set. Lil, Alliantes, the last gives are recipirated to well-being and large term health of the oil, Durint expend SS. It will not be a large term idealistic. Build another follows the proceeded SS. It will not be a large term idealistic. Build another follows the proceeded SS. It will not be a large term idealistic. Build another follows the proceeded SS. It will not be a large term idealistic. Build another follows the proceeded SS. It will not be a large term idealistic. Build another follows the proceeded SS. It will not be a large term idealistic. Build another follows the proceeded SS. It will not be a large term idealistic. Build another follows the proceeded SS. It will not be a large term idealistic. Build another follows the proceeded SS. It will not be a large term idealistic. Build another follows the proceeded SS. It will not be a large term idealistic. Build another follows the proceeded SS. It will not be a large term idealistic. Build another follows the proceeded SS. It will not be a large term idealistic. Build another follows the proceeded SS. It will not be a large term idealistic. Build another follows the proceeded SS. It will not be a large term idealistic. Build another follows the proceeded SS. It will not be a large term idealistic. Build another follows the proceeded SS. It will not be a large term idealistic. Build another follows the proceeded SS. It will not be a large term idealistic. Build another follows the proceeded SS. It will not be a large term in the proceeded SS. It will not be a large term in the proceeded SS. It will not be a large term in the proceeded SS. It will not be a large term in the proceeded SS. It will not be a large term in the proceeded SS. It will not be a large term in the proceeded SS. It wi	See Connect 43
1520	Jared Thomas			Do not widen/no build	NAMES TO Appear belongs from your forms of the property of the	See Connect #5
				Reroute to 130	Skelly, we dress most of the traffic around the downtown area completely and get eld of the sheets of 135 that even strough disentation in lieu of a boulevard that supports weaking, trained, businesses, and enjoyment of the city. Traffic will go where you put the road and expansion dosen't fix traffic.	See connect 43
				Caps/Deck Plazas	If we have to keep the current tooprint of 3.55 we should have plans and funding in place to fully cap it (not partially) to reduce roise, pollution, and without event/west bowle to connect our auditionsmostly.	See Comment #42
1521	Jarred Durm	2/7/2023	Email	Ceneral support	Such Channels Register Commissioners. The Register Service St. Streeting Anisot is used in the notice organized modes against in the State of Feen. As its services production contains a view of the new St. St. Streeting Anisot Service St. Streeting Anisot Service St. Streeting Anisot Service St. Streeting Anisot Service St. Streeting Anisot Service St. Streeting Anisot Service St. Streeting Anisot Service Streeting An	See Connect 48
ID	Commenter Name	Date Received	Source	Topic	Comment	Responses
1522	Jerrod Beniqued			Do not widert/no build	Material Shippon Mergar Tomps About Tomps	Sectionment 6
				Community alternatives	The described area class of seed to have the subshiption of the subshi	See Comment #4
1523 1524	Jaseynth d'Colton	2/16/2023 3/7/2023	VOH Email	Do not widen/no build	Please don't expend i 35 above 45th st. It is unnecessary and will destroy many local and important businesses.	See Comment #5 See Comment #5
1524	Jasmin Astorga	3/7/2023	Email	Do not widen/no build	solid (\$5 Progress Manager Terrors, Area;. Highewy expensions DOVT work. They extract congestion (as we saw with the Kulig-Treases), air roses and water pollution, subsp., and transportation options beyond driving. James Antorgo	See Comment #5
1525	Jasmine	2/11/2023	MyCapEx Website - Comment Form	Regional Connectivity	Light sall connecting San Antonio and Austin	Sea comment #1
1526	Jason Ballard	1/30/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Texas, As this seriously outsized madesay is often called the Main Street of Texas, all Texas should call for bold and decisive action to transform this critical stretch of infrastructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Correlat #S
					Two Channes Bugger Commissions. This is not in recipilizing facility 3.55 months about in early far annut register banks and proposed to this is a least of the same of the sa	
1527	Jason Beers	3/8/2023	MyCapEx Website - Comment Form	General support	Our Claims thing and Commissioners. The law poll year property and a second or second	See Comment #5
1528	Jason Briggeman	3/7/2023	Email	Lower Speed Limits	last 15 Goald Found Control, Out of Third control and State of Third Contro	See Comment #285
1529	Jason Burroughs			Do net widen, his build	As a relative of the high type operation of beauty in proposed property of the	Sea Continuer 45
				Latent/induced demand	Expanding the highway would not eliminate congestion due to Induced Demand.	See Comment #18;
				Caps/Deck Plazas	Clap 135 all this way north to 290	Sue Comment #42
				Business/residential displacement	In order to expand the highway, the project would confiscate land from businesses and residents near the right of way, disproportionately impacting small businesses and minority communities.	See Comment #21
1530	Jason D. Becker	2/7/2023	Email	General support	Due Chairman Bogg and Commissioners. Their you for recognising that I 35 through Austin is one of the most congested markey segments in the State of Teas. As this seriously addited markey in offer cardie to belief Teas of Teas of Teas and State of Teas and Teas of Teas	Sec Comment 45
1531	Jason Diaz	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Taugoort committer rail in San Attorio, Beautr and Comet county!	Secondet #1
1532	Jason F	3/3/2023	Email	Noise	The right net to 1-35. It is should young enough near flaving should cannot sive jo in my unit bedused the can exhibite an ERALLY loud. Think this is a formitive blas.	See Commerce 440

					Date Chairman Bugg and Commissioners: Thank you for recognizing that 1.55 through Audin is one of the most congleted modesy segments in the State of Texas. As this seriously outstand nodesy is other collect the Main Street of Texas, at Texas should call for bodd and nocions action to brandom this critical serious of infestioncum into a model-up that will accommodate the rapid and immense growth was are experiencing in our great State.	See Comment #8
1533	Jason Faludi	2/7/2023	Email	General support	Lact Channel Degret of Commissioner. This are for recipility (and LLS Trange) features are for an extra against actions registered in the State of Clinica. As it is always and position declarates against a contract of the Clinica in the State of	
1534	Jason Grant			Latent/Induced Demand	Account fails for the reason or execution. Assign 15 Program Manufacture or execution. The activity of the reason or execution. The activity of the reason of the reason of the reason of the second to the secon	Sac Comment #18
			-	Reroute to 130	You've already but a risis loog-120-around Audin. People towards not not so \$50,000 and not recoveraged to use this initiated. Sending them right through the middle of downtown Audin is durint. being emptive sear a fineway is unpleasent; they've lood, polluted, and ready untraversable outside a corr. Even in a corr, they've not a place you want to be, only a place you have to be.	See connect #3
1535	Jason Hinson	3/7/2023	MyCapEx Website - Comment Form	Caps/Deck Plazas	We should have more cape (bury the freeway in longer augments so we thut preads connections between east and west). Early plans suggested TDOT would pay for the project. Why ob, Audin supplyes have to feet the lot for the region and the state?	Sec Comment #42
1536	Jason Hoffman	3/7/2023	MyCapEx Website - Comment Form	Do not widen/no build	The highway expansion is an inside idea that has nothing to do with moving people or goods. It's a third world solution.	Sau Comment #5
ID ID	Commenter Name	Date Received	Source	Topic	Comment	Negories
1537	Jason K			Da net widen/hei build	Makes 25 Progress thange from protein group. 35 Comply Alless the desired in expectation of the sequence of all of sections of the protein sea work to sain. To this work as other most a way to more more possible longer distances from or we and to reduce the following of the section of the	See Comment 45
					As a customer of the faced businesses were described and described about the 196 consider the recording of classic and classic about the face of the f	See Comment #34
				Air Quality/Noise	As a collection of the final businesses desired to the contraction of	
				Racial Justice	TOOT has a long heater of reside impaction when it comes to highesy boardon selection, construction, and prime for expension. Again, I can point to Procurbin the expension of the selection in the expension of the selection in the expension of t	See Comment #3
1538	Jason Kennedy	3/6/2023	Email	Public Transit / Multimodal Transportation	Calculation (See Enginee Manager Trainers (See Enginee Manager Tra	See Comment #13
1539	Jason Krahl	3/7/2023	Email	Do not wider/no build	MobilitySS Program Manager Tommy Abrego, Interneting recomma that % consistent in house load in Rubbs and search that halded anothers historically recomma that % consistent in house load in Rubbs and search that halded another historical recomma that % consistent in house load in Rubbs and search that halded another historical recommandation of the search recommendation of the search recom	Sue Comment #5
					ModingS Program Manager Tomany Ganglis. Integring transport Tomany Ganglis. Integrity Tomany Ganglis. Integrity Tomany Ganglis. Integrity Tomany Ganglis. Integrity Tomany Ganglis. Integrity Tomany Ganglis. Integrity Tomany Ganglis. Integrity Tomany Ganglis. Integrity Tomany Ganglis. Integrity Tomany Ganglis. Integrity Tomany Ganglis. Integrity Tomany Ganglis. Integrity Tomany Ganglis. Integrity Tomany Ganglis. Integrity Tomany Ganglis. Integrity Tomany Ganglis. Integrity Tomany Ganglis. Integrity Tomany Ganglis. Integrity Tomany Ganglis. In	
1540	Jason Kupka	3/2/2023	Email	Do not widen/no build	to North NOT. Please day building resish that do reflering to seast conspicion and further sagnigate communities. Jacob Reputs Association (Sept.)	See Connect #5
1541	Jason Kupka			Bike/ped safety	On Death Translating (page), commons are consistently referringued by collect expensions by TLODT in whitelet influentiations. Death paging at least my fair when for transparsation influentiation, my safety is treated as 15th ence than a larger state of the proper program of months. Never bronches accordent, study, and fromtones. There my poly if you is tighting any program death my safety according to the proper program of months. Average burdened of months accordent, study, and fromtones. There my poly if you is tighting any program deathing study according to proper program of the proper program of the safety program of the property of the pro	Sec Comment &D
			•	Public Transit / Multimodal Transportation	Please stop the insemb, Building roads DOES NOT decrease traffic - nemoning cars is the only proven way. Incentivate non-vehicular traffic, make transit, and welkeable often. And please, stop forcing mainto highway traffic by closing shoulders and bits paths for construction.	Sw Comment #13
1542	Jason Qunell	3/7/2023	MyCapEx Website - Comment Form	General support	I support the plan and it's time to move forward.	Sas Comment #8
1543	Jason Roth	2/25/2023	Email	Reroute to 130	3. Note in residuately, place application year for the first track that a 125 format of 25 for the collection and the place of the collection and the collection and the place of the collection and the place of the collection and the place of the collection and place of the collection and the place of the collection and place of the place of	Set connect 35
					1. Low the discle / caps, Please consider entertainment / nightfile friendly caps between 3rd and 5th, which includes permanent sheet vendor / night market engagement files a permanent person sheet feet ments (A famours market and between 5th and	See Comment +8
1544	Jason Roth	2/25/2023	VOH	General support	2. Please or consistent leaguing the larges of first clip and produced included or on depart included or on depart included or on depart included or on depart included or on depart included or on the consistent or on the consistent or on the consistent or on the consistent or on the consistent or on the consistent of the consistent or on the consistent or on the consistent or on the consistent or on the consistent or on the consistent or on the consistent or of the consistent or on the consistent or of the consistent or of the consistent or on the consistent or of the consistent or of the consistent or of the consistent or on the consistent or of the consistent or on the consistent or of the consistent or on the c	
1545	Jason Samonds	3/7/2023	MyCapEx Website - Comment Form	Parks	The trail under 135 on both sides of Ladybrid Lake are important for commuting, as well as recreation, it is critical to all foot and biryck traffic to be able to pass under the bridge unencombered. There also needs to be layer access since the bridge as well as, since a widely used banch access is under and east of the bridge, the bridge also provides important structure for brins and aquatic life.	Six Comment #150
					Wheel	Sus rement 8%
1546	Jason Svetek	2/10/2023	Email	Reroute to 130	In Standard Land of completions to the Standard Conference of Conference	
1547	Javier Palomanes			Latent/Induced Demand	MobilitySS Program Manager Tommy Abregio, Helio,	See Comment #18
					These selected could be distinct and waterful to be open any processes and DOTN current parts for 15 separation. TOTN process level planed, and purely adding once leven is a very make subdice for solving traffic. The process failed to could estimate, and, which are not to execute any conservation for the final real parts. The process failed to could estimate, and with the new transport process. The process failed to could estimate, and the process failed to could estimate, and the process failed to could estimate the proces	
				Reroute to 130	The state should invalid emissed demissed domain DS 130 and make this the intendeds. Doing this would save considerable costs to the stole, as well as avoid the pain and quality of life costs to those living reset the liquid by the convex plan will have.	See connect #3
					highway that the current plan with have.	

1548	Javier Tijerina	1/22/2023	MyCapEx Website - Comment Form	Latent/Induced Demand	In registration (1-35) as it high session of largey researcy. We have seen countries exemption of equation for globulary and results and building levers an order to selected results registration. In registration of the countries of the countrie	Sas Comment #13
1549	Jacter		MyCapEx Website - Comment Form	Multimodal Transportation	The in most haudin (next statistic design) and of species (EOT) plans for 155 and oppose expension. On a plant of plan in ordinary to the plant of t	See Comment #20
				Latent/Induced Demand	However, I expect that you will at least encognize how terrible of a decision it would be to wider 155. All the precedent you need to understand the shadon is a sinkely there. The widering of the Ruly Freeway has been an elegat failure that has done not might got in crossine cognision, and we ask a socion you understand the concept of "housed benaufi and how that explains the benduncy of crossing laws widths to also increase commute times. As a filling resident of about the country of the country	See Commert #18
1550	Jay Crossley	3/7/2023	Email	Do not wider/no build	Seed Upon Place as well as growing to the property of the seed of the seed of the	See Comment #5;
					https://driving.org/score/filey/15499566.Thairm(NS, 5_3000tholdes, viewhous-basing To large, graphically filey 15499566.Thairm(NS, 5_3000tholdes, viewhous-basing The PC in located in the public hasing summers, appearant?	
ID	Commenter Name	Date Received	Source	Topic	Commet Day I St Cartill Foreign Farmal	Regonés Pas formest #365
				Lover Speed Limits	Clear 15 Counter growing. Subject Express Contract, Such Conversable and search provided the subject of the sub	
				Lover Speed Limits	lear 15 Capul Expose Central. As 15 Capul Expose Central Cent	Sec Comment 4/305
					Day 1.% Carity Fennes Farms	No Company \$1.5
1551	July Crosside y			Air Quality/Chronie Change	Near 15 Coult former Control. The page 15 the equival by control control process of the control of the page 15 th	
					Day 135 Custol Excess Central.	See Comment #4
				Consumbly Albertatives	and 19 County departs of county of the count	
1552	Jay Larry	1/23/2023	Email	General support	Suc Chairmas Buggind Commissioners, Thork you for incepting place (\$25 trough, Audits in any of the neuro corporate marking appears in the \$500 of Times. As this surroundy solidated marking is determined in the state of the neuro corporate marking in the part of the state of the neuron control of the neuron	See Comment of S
1553	Jay Rowland	400000		Do not widen/no build		See Comment #5
andread	, , , , , , , , , , , , , , , , , , ,			The same of the sa	-Ingoine expending (35. **Accounts consisting or durable but least every 1/4 mile. **All counts[b] report multipage in Austra should be designed for "Dimph and be safe for all must cases. **Equation, will version fault, and show gother problems, stratifing air, walls, see if case problems, beauth impacts, heat bland impacts, and creakes. **Equation, will version fault, and show gother problems, stratifing air, walls, see if case problems, beauth impacts, heat bland impacts, and creakes.	
				Public Transit / Multimodal Transportation	I don't want to travel around Asatin on an interstate highway, whether in a car or by walking or bicycling, I want safe, pleasent, and walkable and bikeable streets.	See Comment #13
				Community alternatives	I want community alternatives to expansion, including Reconnect Audin and Rettink\$5, to be fully studied.	See Comment #4

15:1 15:1 10:	55	Jay Southworth Jay Van Daley Contracular Name	2/7/2023 2/9/2023 Date Received	Ernel Proy sica 1 Co Source MpCagE: Webste- Comment form	General support Unrelated contrast Train Reveals to 230	The Description Stage and increases are the Temporary for the Control of Stage And Increases and Inc	Toward Comment Sections of Signature Signatur
					Multimodal Transportation	Or IT-SS cannot be removed. Link deprese ALL lames through the entire Cupic Central contacts, no income to appeal enter siteshed. The Apport Blost, version, problems and topics intermediates alread topics in terms with the contact and under t	
15	57	Jbfatx	2/21/2023	Email	Do not widen/no build	Einset upper decker to Oltorf. Through traffic stays on upper decks, local traffic stays on existing lower lanes. Same footprint. No business displaced. Easy-peasy!	See Comment #5
158	58		3/5/2023	Email	Do not wider/ino build	Table 15 Agrees belongs from puts of the property of the prope	The Communit 4'S
15:	59 A	Aian Ooi		MyCapEx Website - Comment Form	Do not widery/no build	I. No Higher No Wilder - dun't repaire to 20 lanes	Sec Comment #5
					Caps/Deck Plazas	2. A full cop from Lady that Liak the Alphort Blind 3. Don't preclude future capping Airport Bril to 200	See Comment #42
L_					Reroute to 130	4. Route trucks to SH 130	See connect #3
150	eo a	deanette Swenson	2/9/2023	Physica I Co mm ent	Do not widen/no build	to see two where some	Soc Contract 65
156	61 à	Jeanette Swerson	2/28/2023	Email	Do not widen/no build	Jacobic Names Award a Sciences. The Company of the	Section 65
150	62	Jeanine Henry	3/7/2023	MyCapEx Website - Comment Form	Community Engagement	I am adminish against the proposed changes to merge E. 43z with Wilshire Shod. I moved into and boilt a tome because of the safety and emaining community that exists in Wilshire Wilshire Shod. My best Friend as a sign imm and date have an Wilshire Shod. My best Friend as a sign imm and date have in Wilshire Shod. As you have been seen to the form and the form of the common that the safe of the form of the safe of the form of the safe of the form of the safe of the form of the safe of the form of the safe of the form of the safe of the form of the safe of the form of the safe	Sea comment #200
150	63 A	Jeanne R Palermo		MyCapEx Website - Comment Form	Public Transit / Multimodal Transportation	Name Security Securit	See Communit #13
					Regional connectivity	First card Those Islant Immediately, we should have box only lores as that it becomes more advertageous to ride a box between Sen Antons, Sen Mercus, Austin, Wess, Chillie, Alos, Sentor citizens can't making the drive on 155 when speeding Sector trailers, and pickup tracks are the norm.	Sea connect of 1
					Bury/tunnel	We should have more buried freeway sections in the city in longer segments so east and west aren't cut off from each other.	See Comment #25
						Can be displaced. This was a set of the comment of the Can be described in th	Sea Comment #S
					Reroute to 130	58.135 Abstractions A related imm prior to respondence, the analysis used to evaluate the alternative of shifting traffic to a 80 fees 59.139 was multifored end labeling in right Des 2.11 Minosepation of 59.130, As noted in the VEX. Indeed, prior of 59.130, As noted in the VEX. Indeed, prior of 59.130 was required from 155.09 to 59.130 was required in 2.30 fees 50.210 fees 50	5a connect #3
					Water quality	Elementary or of Water Resources Impacts As antimized price and or optical dark or optical control of a policy of the price of the pri	See Communi #125
					Blike/ped safety	Application Production Production Production Production Production (1.5 to 1.5	See Comment #20
151)	Commenter Name	Date Received	Source	Topic	Commet	Меропия Меропия

					T.	
					Commands (Impach) Commands (Imp	Society (S)
					The astament full "Covering from a sa down time de tout more describe makes an example of the counter of the counter for the c	
				Racial justice	regit to impresented carring this paper. These impacts ment to be fully adjusted using orthin approximation in structure, more an impact impacts to hornesse people during the project contraction. If you do see the ballow in paper to propose impressed in 2002-200 conseals of the new land of the 2002-200 conseals of the new land of the 2002-200 conseals of the new land of the 2002-200 conseals of the new land of the 2002-200 conseals of the new land of the 2002-200 conseals of the new land of the 2002-200 conseals of the new land of the 2002-200 conseals of the new land of the 2002-200 conseals of the new land of the 2002-200 conseals of the new land of the 2002-200 conseals of the 2002-2	
1565	Jedd Tate	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Buld a rail belower 135	Sau comment #1
			Commerc Form			Sai Comment 45
					Door Chairman Bagg and Commissioners. These you're recipitating from 15 St trough Autoin is one of the most compassed making apparent in the State of Face As it has servant, and coldant markeys in other chairman of the control of Face As it is as included and coldant markeys in other chairmans. The control of Face As it is assistant and the servant and an advantage of Face As it is assistant and the servant and an advantage of Face As it is assistant an advantage of Face As it is assistant an advantage of Face As it is assistant and an advantage of Face As it is assistant an advantage of Face As it is assistant and an advantage of Face As it is assistant and an advantage of Face As it is assistant and an advantage of Face As it is assistant and an advantage of Face As it is assistant and an advantage of Face As it is assistant and an advantage of Face As it is assistant and an advantage of Face As it is assistant and an advantage of Face As it is assistant and an advantage of Face As it is assistant and an advantage of Face As it is assistant an advantage of Face As it is assistant and an advantage of Face As it is assistant and an advantage of Face As it is assistant and an advantage of Fac	Sau Cummun #G
1566	Jeff Coddington	2/8/2023	Email	General support	all coreside real estable brokerage company. One of the 2002 World's Most Ethical Companies this ones Ling Lisblish For more information about how XL processes your personal data, please click here This email is for the use of the intended recipient (only, if you have received this email in error, please and if you sender immediately and then delient. If you are not the intended recipient, you must not keep, use, disclose, copy or distribute this email without the author's prior personation. When the precipion is principle in the precipion is principle in the p	
					According it, an investigation by express on prompted appoint for the 35 Graphill Eprison Centre due to pay a supposed by 100°C. These up to layer consistence of the sequent. All Collections According to the sequent of the 35 Graphill Eprison Centre due to pay a supposed by 100°C. These up to layer contribution of the sequent of the s	
1567 1568	Jeff Crow Jeff D Holland	2/14/2023 1/30/2023	VOH Email	Do not widen/no build General support	To higher no wider, and cap the writer stretch through central Austin. I cross 55 every day. I have to cross an access road with no walk signal with my four year old. It's not safe. Support the Tuber changes to 55 suggested.	See Comment #5 See Comment #8
1569	Jeff Dittz	2/7/2023	Email	General support	Our Cleanment beg and Commissioners: Thank you for recipioning that 135 Strongly Audition in our of the most congulate readway segments in the State of Teass. As this services of schools and contributed in the State of Teass. As the services of the State of Teass. As the services of the State of Teass. As the services of the State of Teass. As the services of the State of Teass. As the services of the State of Teass. As the services of the State of Teass. As the services of the State of Teass. As the services of the services of the state of the State of Teass. As the services of the state of the	See Comment #8
1570	Jeff Fretack	3/7/2023	McCarely Water	Reroute to 130	Accordingly, I am writing (today) to express my complete support for the SS Capital Express Central design as proposed by DicKot. Thesis you for your consideration of this request. All Direct Central design as proposed by DicKot. Thesis you for your consideration of this request. All Direct Central design as proposed by DicKot. Thesis you for your consideration of this request. All Direct Central design as proposed by DicKot. Thesis you for your consideration of this request. All Direct Central design as proposed by DicKot. Thesis you for your consideration of this request. All Direct Central design as proposed by DicKot. Thesis you for your consideration of this request. All Direct Central design as proposed by DicKot. Thesis you for your consideration of the request. All Direct Central design as proposed by DicKot. Thesis you for your consideration of this request. All Direct Central design as proposed by DicKot. Thesis you for your consideration of the request. All Direct Central design as proposed by DicKot. Thesis you for your consideration of the request. All Direct Central design as proposed by DicKot. The pro	See connect #3
2570	Jen Prelack	3/1/2023	MyCapEx Website - Comment Form	nerousé to 130	Equipme expension of 35 brough control Austin, No don't need more lanes. We need eductions to node through commercial traffic encored the city. Do not expend. On not fine businesses to relocate due to your above signific	
					An Appaired to Makes to Congestion on to 155. The Congestion on the State of Congestion on the State	Saw Comment 48
					Authors from Lemmas to insection, in a main arrangy mining market for mouses and comer ventiones going more of column or Austra. Audits in the largest city in TX that does not have a "loop" around the city. Look at Dallas, Houston, San Artonios, all have major loops around the city, so travellers can avoid going thru the city, thereby alleviating traffic congestion inside the city proper.	
1571	Jeff Garrett	2/10/2023	Email	General support	proces. THOO's will conserve meny inguistion that Tell flands, most make it PREE or heavily discounted for "Truckers", it would take a very significant amount of traffic of 1955. Also, bening that made fees model income more observes to lake all in read-models in 1955. Countily, facilities were listed as we read in the listed of the lis	
					GEOTTERIOL.	
1572	Jeff Horvath	\$10,000		Do not wider/no build Reroute to 130	Toppose expension of 1.35. I believe that would result in the continued destruction of the city to benefit road contractors and few others.	See Comment #5 See comment #3
				PRIOSE D 230	First, take thro stells amond the city, it would be better to buy 120 and institute a toll on 135 and make 130 feet. The expension of 135 is a boundaging that will be the beginning of useless road construction that will set the decades. That is why read construction are in four of it.	JAN LANTINITY P. J.
1573	Jeff McLaren	3/3/2023	Email	Public Transit/Multim odel	Se head head head .	See Comment #13
				Transportation	Name. And the property of the first beginning regions to a "bread and ballow, Exposure of the control by the problems, including and problems, the problems of the problems, including and problems of the problems of the problems, including and problems, and the problems of the problems	
					Triller Dynamics and Marketin American	
					Date Chairmen Brigg and Commissioners: These you for recognising that I 35 through Audits is one of the most compation tracking segments in the Date of Teas. As this seriously additional readway is often coaled by the last Device of Teas, at it feas, as the solid set to the size of social action to benefit or this forcial price but of inflammations with a readway that will accommodate the epid and imminise growth as are experiencing in our great State. According, it is writing body to begon the reporting support for the 155 Capital prices coaled to Science 15 Capital Chairs, or your consideration of the report. All feasons, or the series of the series	See Comment #S
					Meador & Jones, LIP PRINT EDED NO CONTIDENTIAL	
1574	Jeff Meador	2/7/2023	Email	General support	This communication and any accompaning documents are confidented and prainings. They are intended for the advise and the addresses. If you receive this transmission in error, you are advised that any disclosure, coping, distribution, or the taking of any action in relation upon this communication is settly prohibited. Moreover, any such disclosure shall not compromise or waive the attorney-client, accountent-client, or other privileges as to this communication or or other privileges as to this communication or extra privileges as to this communication or other privileges as to this communication or other privileges as to this communication or other privileges as to this communication or other privileges as to this communication or other privileges as to this communication or other privileges as to this communication or other privileges as to this communication or other privileges as to this communication or other privileges as to this communication or other privileges as the communication of the address as the communication of the address as the privilege as th	
1575	Jeff Nash	2/7/2023	Email	General support	but Chairmin Bugg and Commissioners: There is, you for recognizing that I 55 through Audin is one of the most congested machiney segments in the State of Texas. As this seriously outdated machiney is often coaled the Males Showl of Texas, at Texas should call for told and decine action to brandom this order settled of inflastructure into a readway that will accommodate the registed and immensia growth we are experiencing in our great State.	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this request. Jeffrey L Nash President & COO	
					This inside of Audit, is Dated E. I strong repose ECOTY plans for an equival 1.5. The date should be wisking with the drys creaks a now accessible, branch consider districtions for the survival and the strong of the drys creaks a now accessible, branch consider districtions for the survival and the strong of the survival and the strong of the survival and the s	Sai Comment #5
1576	Jeff Riesenmy		MyCapEx Website - Comment Form	Do not widen/no build	the needs & scale of cars.	
			Comment Form	Reroute to 130	There's no doubt we rend fineways conventing Audio to the other respor Teas cities — we just don't need one running right through the heart of the city. Resear consider redesigning another highway such as 95-12.0 as an intensitie, and solvain 1.05 as a witness turner-first bookered through the city, with multicle mode of frameworkship available and orientated at least as highly as care.	Sea connect 43
1577	Jeff Winesult	2/9/2023		Latent/Induced Demand		Sectional 48
1577	Jeff Winesult	2/9/2023	Phy sica I	Latent/Induced Demand	There are so many reasons why the expension of i 55 should not be done, but the main are in that it work work to docrease traffic. In fact the basic tends of questing theory bill us it will make things works. So why are we going to throw expertise, past expension, and billions of dollars in the total? The worst lobe to help improve traffic sing 6.55 in Audin is to waith the land.	See Comment #135
					Lack Columns begind of Commissioners. In this paper for recognition of 150 founds, but to see of the most congested residuely segment in the State of Texas. As this services's published residuely in the Main Street of Texas, at Texas should call for bold and decisioner about the columns and the state of texas and texas and texas and texas and the state of texas and texas a	See Comment 48
1578	Jeffrey Campos	2/10/2023	Email	General support		
1579	Jeffrey Handel			Do not widen/no build	Middly35 Program Manager Tomny Anago. Close are places when people inc. Close and should be designed for human beings to exist and move around, and we have decades of evidence showing that personal automobiles are a terrible solution for moving humans around close. Oxidons care ground and play in a place thing have been provided by the provided by	See Comment #S
					among carons	
				Reroute to 130	Expanding this highway to pull more cars through the heart of the city of Austin will make it harder to get around and will literally hill people. We already have the little-cased route 130 that directs traffic around the city, so we can absolutely hear down 15 through Austin entirely.	See connect #3
1580	Jeffrey Horvath	3/7/2023	Email	Reroute to 130	to 1500T hoot. Tappes equinding 15 because it will not salve the problem and will deathly flurther) the city. Either a long needs to be built enound the city or the first thing that needs to be done in to diver through halfic around the city. Jahry through	See connect #3
					Jeffrey Honselft	
			MyCapEx Website - Comment Form		Date Chairman Bugg and Commissioners: Thanks you for your support to address 155 through Audin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. 155 through Audin is coverable for	Sec Comment #8
1581	Jeffrey Pulley	3/7/2023		General Support	improvements to meet the current and future needs of a growing region to enture our total and state excitomy can continue to thrink. Fairle in isoport of the 135 Capital Express Current design as proposed by TxCOT. There is you for your dedication to serving the obtains of Texas.	
ID.	Commenter Name	Date Received	Source	Topic	Committ	Масуляна

1582	Jeffrey Russell	3/1/2023	Email	Reroute to 130	MobilityS Program Manager Tommy Abrego, Helio.	See comment #3
					Nation, I wind to voice my objects to the planned addition of lanes to intendate \$5 in Audin. This project will carry significant cost, both in monetary terms and to the surrounding land and oby, and will not substantively address congestion concerns on this legimary. Please consider routing intendate traffic further from the obj (e.g. 84-350) instead. Thank you.	
					title rightwo; Presse consider routing manname trains errors me ony (e.g., 39-1.20) intosect. Frank you. Affery Musel.	
1583	Jeffrey Smith			Do not widen/no build	MobilitySS Program Manager Tommy Abrego,	See Comment #5
					Making Samples Makings Terrors Assign. 1 may plant Makings Terrors Assign Terrors Assign. 1 may plant Makings Terrors Assign Terrors Assign. 1 may plant Makings Terrors Assign Assig	
					compation and accidents. That is what £5 Blaustein and Mopac were originally intended to do. Get the construction out of the chy. I respectfully ask TxCOT, Austin City Council, and other representatives to listen to people like myself, 50+ years largely and 50+ years largely. Thanks you.	
					Jeffrey Smith	
				Air quality/noise	They worsen congestion, air noise and water pollution. It would also undoubtedly have a negative inspect on the safety and welfare of people like myself, my wrife and our many neighbors living in presently to	See Comment #34
					H35.	
				Business/residential displacement	We would also experience the loss of our supporting community i.e., restaurants, grocery stores and businesses. Not to mention the travesty of tearing down a residential area from 20th street to 38 1/2	See Comment #21
					street and beyond - houses and families that have lived in this area i.e., Chernywood, Majeleeood, etc., many, for 50 years or more.	
				Latent/induced demand	I believe TxCOT's process in this project is flawed. It seems to ignore the failure of almost all highway expansions, and the success of freeway removals. Highway expansions DONT work.	Sax Correspond # 28
				Latenty induced demand		Sec. CONTROL # 2.0 Sec. CONTROL # 3.3
					We need to stop all support for the terribia, uncreasive, unimaginative, and what will be invariably unaccessful plan to widen 155 through Austin TX as a solution to the taillic issue. One thing that defines unsulgence in the state of the skell plan to the plan of the state of	See comment #3
1584	jeffrey winesett	1/25/2023	Email	Reroute to 130		
					trucks) and relate the bolls on 45 incernisking through traffic to take the recons around downtown. This could be done as a far why year experiment and the based for a restort on baseling through the could be done as a far and the based for a restort on baseling through the could be done as a far and the based for a restort on baseling through the could be done as a far and the based for a restort on the based for a resto	
1585	Jeffrey Wolf	Sories		Do not widen/no build	Mr Typot Typot	See Comment #5
					I oppose TDOOT's Modified-Build Rhamative 3 plan for 155. The fact that we are widering a highway that has caused much literal and figurative divide, and clansings is crizzy. You take into account the that studies show that this is not a solution be allowed build be all this formation. The presidence of the solution is allowed build be and the control of new solutions retired that the same odd cycled through band addes that do not work. Affect World	
					Jaffrey Wolf	
				Reroute to 130	Reroute the highway around the city.	See comment #3
				Carra/Darris Plazas	If not, cap wer more of the highway than is planned.	Sun Comment #47
1586		0.044		Capayonox rissan		See Comment 4-1
1586	Jeffrey You	2/11/2023	MyCapEx Website - Comment Form	Business/residential displacement	Please take into account the potential effects on minority-owned businesses of the proposed ISS expension - in particular, the West China Tea Company.	Siese Operanent #22
1587	Jen	2/6/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outlated readway outlands readway in chair called the Main Street of Texas, all Texas should call for bold and decisive action to transform this critical stretch of infrastructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment # B
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this request. Sent from my improve	
					The state of the s	
1588	Jennifer Bader	3/7/2023	Email	Public Transit /	Mobility35 Program Manager Tommy Abrego, More trains, less lates for my trips. A public transit-first project would be more cost effective, more friendly for criziens and the environment, and will not fail till almost all highesy expansions have in the past. Freeway removals work while	See Comment #13
				Multimodal Transportation	More turns, loss lares for my trips. A public trained froit project would be more cost effective, more friendly for critains and the environment, and will not fail like almost all highway expansions have in the past. Freeway removals work while highway expansions have not seen to be a public trained and the project would be more cost effective, more a friendly for our chizans.	
					Servifor Badon	
1589	Jennifer Caballero	1/12/2023	Email	General support	Date Chairman Bogg and Commissioners. Think you for recogniting that 155 through Austin is one of the most congested making spentris in the State of Teaus. At this seriously outdated making is drien called by the Main Done of Teau, at Teaus should call for both and excess action to branches this circles served for districtables into a readerly that will accommodate the region and minimises growth was an operancing in our great State. According, it is writing bodg to sepress in procritical support for his 155 official beginned procritical services and only in State Section 2018.	Sae Connent #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thenk you for your consideration of this request. Sent from my iffnore	
1590	Jennifer Carver			Do not widen/no build	Mr had had.	See Comment #5
					Loppose this plan to expand IH-35. I believe the city could come up with a much more suitable plan. 183 had already been made inaccessible from my house east of IH-35, this plans would make that much worse. I agree that our city needs traffic solutions, but this will make things worse. Please do not make the decision to move forward on this proposal.	
				Reroute to 130	Overling 18 wheelers or even more trains seems more feasible. Not to mention the time and triaffic chaes this will cause during the expansion. Thanks, Jennifer	Saa Comment #3
					Jernifer Carver	
				Business/residential displacement	Psus it will force businesses to move or dose.	See Comment #21
					Les Channes Bagg and Commissioners. Noting you for recipioning fault of Strength, Andrés in ever of the recition of section and proposed in other to perspect in the State of Years. As the section of section and proposed in the section of the sect	See Comment #8
					Cases to Media Driver or Liebs, as in color in source offer or Design of Section 1 and	
					Company of Austine 200 W 6th Strike Suite Door Austine Suite Door Au	
1591	Jennifer Cohen	2/7/2023	Email	General support	attent dissing, please contact your sective team to innings a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Reside show that we appreciate your business. COSPIDENTIALITY NOTICE: This external and any attentionments may contain proprietary, confidential, or privileged in information of Heritarity Intelligent December 2014. In this company of Australia, time, careful or its clience, Any confidentiality or privilege in on twin-vise or lost because	
					sent disting distance center you enter to have in a resign a work of centering species. Cash associated with a review casting center of the year of breaght to the polymoring species. Please have been provided by the polymoring species of the polymoring	
					Mobility35 Program Manager Tommy Abrego,	See comment #20
					MobilityS Program Manager Tommy Abrego. I was born in Austria and have stated only family have, but idon't feel like Austrin is growing in a promising way. We know private-vehicle traffic just increases to the point of frestration, on matter two large (and at what cost) you build brigger and bugger inflyings. Six the inflamm, more frequent & related to the support of the point of the point of frestration, more frequent & related to support and the support of the point of the point of frestration on the point of frestration. The point of frestration of the point of frestration on the	
					My oldest is attending college in Vancouver, where the enjoys frequent & super-reliable public transportation via bus and ferry, and can even take a train to the airport and back. He's underweleted by our transportation options when he returns. My yourgest is genting this license but has little interest in heading downtown, because of conjection and parking vornies. If he had easy access to a train down there, he'd ensor more what Austin has to offer the victors NPT with he had not a constant.	
1592	Jennifer Demouzet	3/6/2023	Email	Multimodal Transportation	Sign Figure (20 and state and it is employed as and administrations. If we small display the sign of properties of the state and it is employed as a sign of properties of the state and it is employed as a sign of properties of the state and it is employed as a sign of properties of	
					I make to tritter that sameless was more any just not cut out for Austrit, that we'll make to leave it we want a more consisted community. I nope my representatives was appear or ca when painting to spent for ou, and that we don't decome an augment of white we consisted by so much more. Jamelier Carroscott Amerier Carroscott	
			MyCapEx Website - Comment Form		heldo- 1 just wated ob give my two certs on the I-SS improvement project. It would be GREAT if TIDDT planned for a RAL option here as ATX is expected to double in size and we will need more mass transit options. If rail can not be accommodated,	See Comment #13
				Public Transit /	The treated is give my two cards on the 155 improvement project, it would be QREAT if 1000'l planned for a RML option here as ATX is expected to double in size and ne will need more mass treat options. If rail can not be accommodised, passes consider improved bus accoss, purhaps bus only breas. Not everyone cents a core and better mass treatly provides freedom for those who can not drive. These, bus, purform Everyone Cents.	
1593	Jennifer Faulkner	3/7/2023		Multimodal Transportation		
		1				
					Dear Chairmain Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outstand roadway is often	See Comment #8
					Date Chairman Bugg and Commissioners: Thank you for recognizing that 1.55 through Austin is one of the most congested reachesy segments in the State of Texas. As this seriously outstand reachesy in the coaled by the field State Office of Texas, as I form should use the bed and decisive action to be androin this critical sevent of inflastancies into a reachesy that set accommodate that a requirement in the sequence of the requirement of the requirements appoint the search experiencing in our great State. Accordingly, it are refugile to presenge up of process the Stock Texas, as for your considered of this requirements appoint the search requirements.	
					Wiring funds creates a risk of biss by fissut. If you elect to wire funds, please call your Independence Tide have to obtain wiring instructions, using a phore number from our website. CONFECTION TO OTICE. This mean's brainensies in a covered by the Electronic Communications Privacy Act, 18 U.S.C. 2510 et seq., and the information contained in this message and documents accompanying same are legally privileged and confidential information.	
1594	Jennifer Goodrum	2/7/2023	Email	General support	This enter interminent is covered by the Enterthine Communications Precay Act, 20.15.2. 20.15 stee, and the interminent in this insessing and documents accompanying same are legisly principle and contributed information interminent in the interminent account of the interminent account precay and interminent intermine	
					This Message sent via Proofpoint.	
1595	Jennifer Hermann	1/19/2023	MyCapEx Website - Comment Form	Regional Connectivity	I haven Sain Autonio to get up to speed with the rest of the country, and the words, and add commuter rail lines alongside the ever widering highways. Cars take up three times more space than the space it takes to carry the same amount of people in a rail car. It just doesn't make sense to heep relocating highways for outstand transport motes. Also, emissions? Lets have an electric train, already (Like our Jupanese sister oit; Kumarnotd).	See comment #1.
		1	Comment Form		takes to carry the same amount of people in a rial car. It just doesn't make sense to keep rebuilding highways for outdated transport modes. Also, emissions? Lets have an electric train, already! (Like our Japanese sister city, Kumamoto!).	
	1				1	

1598	Sentifie Haana	2/25/2023	Email	Do not widen/no build	In the DIT COC. The supplies about the behavior of the properties	See Comment #S
ID	Commenter Name	Date Received	Source	Topic	Comment	Responses
				East/west connectivity	From a personal standpoint, I cycle and enjoy going from my house west of downtown out to Gowlie Plank for access to the Walnut Creak trail. I can't even furturen how that would work if either of these	See Comment #20
					From a personal standpoint, I cycle and eging gring from my house west of destroom out to Govalle Park for access to the Walnut Creak thail. I cen't even faithen how that would work if other of these options came to be found it approximately obtained in the face of the TROOT proposals and a sander founded agent 53. X is an 4 Austra doesn't enter in the State of the sand conceived to thefic more efficiently up the intensitie. The current proposals do not now how many (F) or compare over the approach destination. Auchi has been manking profition as irraing simple as on basis of Australia separate to 15. X X my and CROOT went to has prefer those efforts?	
1597	Jennifer King			Do not widen/no build	About 50 August Manage Thomp, Nazuge Thomps, See Comment 45	
				Latent/induced demand	Highway expansions don't work. They worsen conglection, as we've seen with the Katy Freeway in Houston, another Texas city. Austin needs to be forward thinking in its traffic solutions, and highway expansions in NOT the answer.	See Comment #18:
					expansion is NOT the answer.	
				Reroute to 130	Redesignating an already existing highway (such as \$84.30) that goes around the city for trocks and freight vehicles, leaves Austin for the people who live here.	See comment #3
				Public Transit / Multimodal Transportation	I am FOR a public transit-first program to reduce traffic in downtown Austin and allow it to be for residents, not as a thoroughfare to other parts of the state.	Res Connect #1%
				Transportation	The species and the species of the s	See Constants # 2d.
					I am also concerned that by subdividing the 135 expansion project, the total environmental impact is not adequately recognized nor addressed. I would like to see a report on the total environmental impact	
1598	Jennifer Kost		MyCapEx Website - Comment Form	Air Quality/Noise	I am also concerned that by subthirding the 155 expansion project, the total environmental impact is not adequately recognized nor addressed. I would like to see a report on the total environmental impact of all segments of this expansion through Austin combined.	See Commant #34
				East/West Connectivity	I appreciate the effort to improve traffic flow through Austin, and the provisions to reconstruct east-west cross-street bridges. I am concerned that adding lanes and width will still further disconnect east and west Austin and will not significantly improve traffic flow through downtown.	See Comment #20
				Public Transit / Multimodal Transportation	and improve transit accommodations.	See Comment #13
				Reroute to 130	Where is the focus on diverting through traffic around Austin? We need a non-tolled bypaiss.	See Comment #3
				Bike/ped safety	add pedestrian and bicycle paths,	See Comment #30
					Das Chairman Bugg and Commissioners: Thank you for recognizing third 1-55 through Audio is one of the most congested readways agreems in the State of Texas. As this seriously outdated readway in driven could be Mark Devet of Texas, as It have should call for sold and decine action to brancher this critical selected in finisherations in the a readway that will accommodate the separal and immense growth we are experiencing in our great State. According, it is many immigrately separate separately seapport for the Sychologic Separate State Separately separate	See Contraint #S
1599	Jannifer Lopez	2/8/2023	Email	General support	stated in Select Desired Files, as if Imases a should call for this seed desired and action to searcher than strong and careful of inhancements on an analyses great will accommodate the regard and immosate grown as are separement; in our peak for the peak of	
1600	Jannifer Lyon			Latert/Induced Demand	To Export Turnicy (Inc.) In Section 2 and 19 years and 19 years on 19 years o	See Comment #135
				Bike/ped safety	This expansion will make it hardor to get around Austin by bicycle, which is a real economic issue for countiese thousands of Austinities who cannot affired care, gais, impurance, total, etc. Crossing this mamment proposed expansion would be designous, and the palse could for too few coassings, with precious little sales for coasing considerations for posterations and cyclicits. By effectively subsidizing private car use with tappair money, TIDOT would be expansing united proposity and control property and c	See Comment #30
					woods be expanding services pollution problems while leaving the most economically vulnerable people (who already pay disproportionable) high bases through property and saids taxes; while five viable transportation options.	
				Business/residential displacement		See Comment #21
				Reroute to 130	We would nither see through traffic ne-routed around Austin's day center the way 155 goes around Lando for example. Please review community based proposals from Re-Trini35 and Reconsect Austin and community to a create proposal for our community to consider.	See comment #3
1601	Janeiller Ratza	2/17/2023	Email	Business/residential displacement	seminating not because I admittably to not think it his or a should having for that 35 to be expected throughout waitin at the expense of hundreds of business somes. That is extremely unfair and should be expense the law effects any exist of fair component to those businesses thing disposed. I are approxift the expenses in the mercer. That is, you as much.	Sue Comment #21
1602	Jennifer Schaffer	2-00,000		Laters/Induced Demand	No ToOT ToO: Repairing SS will not solve our traffic problems; it may seem counterination, but studies when that began fright-says lead to move competition. Married Schaller	The Comment #18
				Public Transit / Multimodal	We need and deserve solutions that reduce car reliance and air/vester/mose pollution, and improve safety and connectivity in the city. It's time for TXDOT to shift to priorities and consider alternatives like trains, bits laines, and bases.	See Comment #13
				Community alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.	See Comment #4
1603	Jennifer Storm	3/6/2023	Email	General support	her Claimen Bagg and Commissions. All this year of recipital List Strongh, Audit in one of the most congoind readway segments in the Stor of Texas. All this seriously audited readway is deen called the Man Street of Texas, all Texas should call for bold and decisive action to break year. The contract above of a definitional read in a most and a decisive action to break year. The contract above of a definitional read in a most and a decisive action to break year. The contract above of texas, all Texas should call for bold and decisive action to the segment of the segmen	Sac Comment of B
1604	Jennifer Tobias	1/21/2023	MyCapEx Website -	Regional Connectivity	If we are to move forward with the 1-35 Capital Express Project, we need to revisit the Lone Star Rail proposal. Further eldering highways is detrimented to the environment and provides 10th, if any, relief in small. Widering ceals without improving based will be a waste of movey. As one of the largued close in the U.S., we need to invest in public trained for the good of our others and the environment.	See comment #1
			Comment Form		traffic. Widering reads without improving transit will be a waste of money. As one of the largest clies in the US, we need to invest in public transit for the good of our citizens and the environment.	
	-					

1605	Jennifer Yager	600,000		Public Transit , Multimodal	/ Mr TADOT TADOT. TADOT TADOT. TADOT TADOT. TADOT TADOT. TADOT TADOT. TA	See Comment #13
				Transportation	The widening of 155 will discourage walking, bicycling and transit. All the ways of transportation that I Fell In Love with Austin, back in 2003. I agree that Austin has outgrown its britches, in the sense of roads vrs cars.	
					In to Cost Cost Cost Cost Cost Cost Cost C	
					Jaminifer Vagor	
				Community alternatives	However, I rather have community alternatives to expansion, including Recement, Austin and Rethink55, to be fully studied.	Sea Commant #4
1606	Jenny Arthur		MyCapEx Website -	Latent/Induced Demand	Note interpretate more care will use the highest, reading in the sente sufficients as ever 1 have bedden it then to thereign a for for the more it highest as commendations for care. In the comment is public to extract more and commendations for care. In the comment is public to extract more and commendations for care. In the comment is public to extract more commendations for commenda	See Comment #18
			Comment Form		The innex is YESUCT MADRIFECT. I show oil and gas companisor run the state, but please tend do not give us a 10 laine lightney. I have tend in the air of the best three years or so have 1 considered learning. This would definitely send me. Of course all my inflie and only the last three years or so have 1 considered learning. This would definitely send me. Of course all my inflie and only the last three years or so have 1 considered learning. This would definitely send me. Of course all my inflie and only the last three years or so have 1 considered learning. This would definitely send to the last three years or so have 1 considered learning. The man of the last three years or so have 1 considered learning. The man of the last three years or so have 1 considered learning. The man of the last three years or so have 1 considered learning. The man of the last three years or so have 1 considered learning. The man of the last three years or so have 1 considered learning. The last three years or so have 1 considered learning. The last three years or so have 1 considered learning. The last three years or so have 1 considered learning. The last three years or so have 1 considered learning. The last three years or so have 1 considered learning. The last three years or so have 1 considered learning. The last three years or so have 1 considered learning. The last three years or so have 1 considered learning. The last three years or so have 1 considered learning. The last three years or so have 1 considered learning. The last three years or so have 1 considered learning. The last three years or so have 1 considered learning. The last three years or so have 1 considered learning. The last three years or so have 1 considered learning. The last three years or so have 1 considered learning. The last three years or so have 1 considered learning. The last three years or years or years or years or years or years or years or years or years or years or years or years or years or years or years or years or years or years or years or	
					Years, born and related Austrate, parents worked for the PCL at UT. MORE LANES - MORE TRAFFE:	
				No. of Control of the State of Control	Regular old lower-middle class citizen who would LOVE PUBLIC TRANSPO OPTIONS.	Sax Germant # 33
				Public Transit / Multimodal Transportation	iniges de rein riscon casa class en acuta core ricone.	Jee Contractive 2
1607	Jenny Foster			Do not widen/no build	Bability Program Marce Terms Response. In which program that program that is not be in the community best interest of the expension of interests 55 (55) in Teas. As a concerned citizen, introngly believe that this jobs is not in the community, best interest and will have a fewer efficient on the enrichment of public beach, and quality of (6). The concerns of the contract of the	See Comment #S
					will have adverse effects on the environment, public health, and quality of life. In conclusion, its storage consorting the property of the pr	
					Sincerely,	
				Business/residential displacement	The proposed plain for 135 would involve separating the highway to adid additional lanes, which would require the acquisition of private property, displacement of families and businesses, and destruction of historical and cultural landmarks. This would cause significant disruption and hartship to many communities along the 135 corridor.	See Comment #21
					historical and cultural landmarks. This would cause significant disruption and handship to many communities along the I-35 corridor.	
		1		Builde Transit / Multima***		See Communi #13
		1		Public Transit / Multimodal Transportation	tradead of investing in highway expansion, I urge Tx001' to consider alternatives to prioritizing public trainet, biking, and walking infriestructure. As well as utilizing more loops, These alternatives would provide safe and sustainable transportation options, reduce trailing congestion, and promote healthy and vibrant communities.	January 100 - 100
		1				
		1		Recial justice	In addition to these concerns, the proposed expansion of 1-55 would likely exacerbable existing social and economic disparities in the communities along the comidor. The acquisition of property and displacement of families and businesses would disproportionately affect low-income and misority communities, further exacerbating inequalies and contributing to gentrification.	See Comment #3
		1				
				Air quality/noise	Moreover, the expansion of the highway sound result in increased traffic, noise, and air pollution, which would regulately impact the health and well-being of residents living near the road. Studies have above them that exposure to air pollution from highway can cause respiratory problems, cardiovascular disease, and even causer.	See Commant #34
					shown that exposure to air potlution from highways can cause respiratory problems, cardiovascular disease, and even cancer.	
1608	Jeramy Howell	3/7/2023	MyCapEx Website -	Reroute to 130	Do not do this. We do not want this expansion. Open highway 45 and 130 to divert traffic around Austin. Do not take our park land.	Seconnet#3
1000		.,./2023	MyCapEx Website - Comment Form		уживания при година у на нам на на на на на на на на на на на на на	
	Commonto Nove	Date Service	Course	Year	Comment.	
- ID	Contractor Name	Date Received	Source	TODIC	Commun	Replanes
1609	Jerando	1/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	Review the plain for a public trainst rail from Sain Anterio to Austin't finis is more sustainable and will aid with rising traffic as more people move to both cities	See comment #1
1610	Jaremy	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	A commuter rail from Austin to San Antonio will greatly improve my life, it would make commuting to visit friends and family cheaper and more convenient. A commuter rail would also allow my significant other to take a higher paying sallary job in Austin while living in San Antonio	See comment #1
			Comment Form		Other to saws a regimer paying swisely goo in waston venus insing in cash institution	
1611	Jenemy Bagley		VOH	Do not widen/no build	I live on Hid/lywood Are near 38th 1/2 St. I am STRONGLY against widering ISS between downtown and Airport Blad. Included widering the mad, I support sinking the road below ground level, and capping the mad with green space and public space that is healthy for all, similar to the proposals for the areas closer to downtown. The current proposal creates a	See Corresent #5
					Incident of wildering the mad. I support sinking the road before ground level, and capping the road with green space and pulse is beautiful for all, similar to the proposals for the a reas closer to downtown. The current proposal creates a lose had for wildering the mad, and provide and for the area closer to downtown. The current proposal creates a lose had for wildering the mad, and provide and for the area closer to downtown. The current proposal creates a lose had for the area closer to downtown. The current proposal creates a lose had for the area closer to downtown. The current proposal creates a lose had for the area closer to downtown. The current proposal creates a lose had for the area closer to downtown. The current proposal creates a lose had for the area closer to downtown. The current proposal creates a lose to downtown. The current proposal creates a lose had for the area closer to downtown. The current proposal creates a lose had for the area closer to downtown. The current proposal creates a lose had for the area closer to downtown. The current proposal creates a lose had for the area closer to downtown. The current proposal creates a lose had for the area closer to downtown. The current proposal creates a lose had for the area closer to downtown. The current proposal creates a lose had for the area closer to downtown. The current proposal creates a lose had for the area closer to downtown. The current proposal creates a lose had for the area closer to downtown. The current proposal creates a lose had for the area closer to downtown. The current proposal creates a lose had for the area closer to downtown. The current proposal creates a lose had for the area closer to downtown. The current proposal creates a lose had for the area closer to downtown. The current proposal creates a lose had for the area closer to downtown. The current proposal creates a lose had for the area closer to downtown. The current proposal creates a lose had for the area closer to downtown. The current proposal creates a	
					less healthy environment (pollution and noise), and destroys local businesses. Furthermore, as too many obies have discovered too late, study after study after study shows that widening highways actually increases congestion in the area, and reduces quality of life.	
				Reroute to 130	Lable support routing traffic around the city of Austin instead, of straight through city center. This can be best achieved by incentivoring long hauf tracks and non-residents to use roads around the city by removing talls on those roads, and heavily talling ISS through the city. Exceptions could be	See Comment #3
				Reroute to 130	Also support moting that is extend to long of busine related, of support through only cares. This can be lost achieved by reconstricting using fact of production of the control of the c	See Comment 83
				Reroute to 130	These composed must be recommitted and contract and contract of contract and contra	Se Comment #3
				Reroute to 130 Air quality/noise	Table separate from the second travel of the first from the first	Sea Comment 6.3 Sea Comment 6.3 Sea Comment 6.3
					now raise, writing, are plantion, it to not warrother coal closur to my boths, Take very procurated plantid the destructions of first behavioruse.	
				Air quality/noise	now raise, writing, are plantion, it to not warrother coal closur to my boths, Take very procurated plantid the destructions of first behavioruse.	See Communit 634
				Air quality/noise	now raise, writing, are plantion, it to not warrother coal closur to my boths, Take very procurated plantid the destructions of first behavioruse.	See Comment #34 See Comment #21
				Air quality/noise	more roats staffs, air philides. I do not worthe could close to my blow. As one promoted about the distinction of lead becauses. Date Chammer Beig and Commensures: That is, not for requiring that 155 through Audin is one of the most congained readway segments in the State of Town. As this seriously nobled read-way in distinction in the confidence of the control	See Comment #34 See Comment #21
				Air quality/noise	more roats staffs, air philides. I do not worthe could close to my blow. As one promoted about the destination of load becauses. Date Chammer Beig and Commensioners: That is, not for requiring (that 155 through Audin is one of the most congested readway segments in the State of Town. As this serious) published read-way in the contract of the cont	See Comment #3-2 See Comment #22
1612	Arremy Hidulas	2/1/2023	Email	Air quality/noise	more roats staffs, air philides. I do not worthe could close to my blow. As one promoted about the destination of load becauses. Date Chammer Beig and Commensioners: That is, not for requiring (that 155 through Audin is one of the most congested readway segments in the State of Town. As this serious) published read-way in the contract of the cont	See Comment #3-2 See Comment #22
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1612	Jeremy Hidalgo	2/7/2023	Email	Ar quality/noise Business/vesidential displacement	now raise, writing, are plantion, it to not warrother coal closur to my boths, Take very procurated plantid the destructions of first behavioruse.	See Comment #3-2 See Comment #22
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				Ar quality/rides Business/residential deplacement General support	The result of the country of the cou	Ser Comment 4.14 Ser Comment 422.
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				Ar quality/rides Business/residential deplacement General support	The result of the country of the cou	Ser Comment 4.14 Ser Comment 422.
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1613 1614 1613 1613	Jenseny Martin Avenny Saktaria Avenny Saktaria Avenny Willis Avenny Toolar	2/1/2023 1/31/2023 2/13/2023 3/1/2023	Ernal M_CupE : Webster Commert Form Visconsal McCupE: Webster Commert Form Ernal Ernal M_CupE : Webster Ernal	As qualifyrintee Duninean/neckerful displacement Duninean/neckerful displacement General support General support Paginial connectivity Do not widon/no huide General Support Laten/notace Domand Flurance to 130 Community othersetives	The rest ratios, striffs, and profition, to cell wort the residence of the substance of the control of the substance of the control of the co	Soc Comment #3
1613 3644 3613 3613 3617	Javenry Martin Jennery Saklanka Jennery Wellis Jennery Wellis Jennery Wellis Jennery Trouber Jenny M. Froy	2/1/2023 1/31/2023 2/13/2023 3/1/2023	Ernal McCastEs Website Comment Form Visconnail MyCastEs Website Comment Form Ernal Ernal	An qualifyinotes Bulanesh, resolved of displanament General support General support Do not solve, his build Dominal Support Later (Volume Dominal Financia to 1,30 Commonly shapers	The contract all contracts and the destruction of first but harmonic. The contracts are all contracts and the destruction of first but harmonic. The contracts are all contracts are all contracts are all contracts are all contracts are all contracts. The contracts are all contracts are all contracts are all contracts are all contracts are all contracts. The contracts are all contracts	So Comment #33
1613 3644 3613 3613 3617	Javenry Martin Jennery Saklanka Jennery Wellis Jennery Wellis Jennery Wellis Jennery Trouber Jenny M. Froy	2/1/2023 1/31/2023 2/13/2023 3/1/2023	Ernal M_CupE : Webster Commert Form Visconsal McCupE: Webster Commert Form Ernal Ernal M_CupE : Webster Ernal	As quality/notes Business/vectorful displacement Business/vectorful displacement General support General support Da not solary/no build General Support Latery/solaced Damand Amenda to 1350 Commonly sharration General support Are Quality/time	The rest ratios staffs, any profusion for and wort the road clears or my brow. The rest rest profusion is not an extra control of the contro	Sec Comment #3
1613 3644 3613 3613 3617	Javenry Martin Jennery Saklanka Jennery Wellis Jennery Wellis Jennery Wellis Jennery Trouber Jenny M. Froy	2/1/2023 1/31/2023 2/13/2023 3/1/2023	Ernal M_CupE : Webster Commert Form Visconsal McCupE: Webster Commert Form Ernal Ernal M_CupE : Webster Ernal	An qualifyinotes Bulanesh, resolved of displanament General support General support Do not solve, his build Dominal Support Later (Volume Dominal Financia to 1,30 Commonly shapers	The rest ratios, striffs, and profition, to cell wort the residence of the substance of the control of the substance of the control of the co	So Comment #33

						Sec Comment #13
					No host Trick! The sine Adult mismate who prints to be based amount the city by brasif, bright, and on foct, repose the proposed expension of CS. The current proposal is an enumber mismater in a car-focused future. I believe initiated was should be invested by commonly only enumber on the prints of the current proposal in an enumber of the current proposal is an enumber of the current proposal in an enumber of the current proposal is an enumber of the current proposal in an enumber of the current proposal is an enumber of the current proposal in an enumber of the current proposal is an enumber of the current proposal in an enumber of the current proposal is an enumber of the current proposal in an enumber of the current proposal is an enumber of the current proposal in an enumber of the current proposal is an enumber of the current proposal in an enumber of the current proposal is an enumber	See Comment #23
				Public Transit	Investing in climate-friendly infrastructure like public transit, active transportation, and neture restoration. Jacob Albai Jacob Albai Jacob Albai Jacob Albai Jacob Albai Jacob Albai Jacob Albai Jacob Albai Jacob Albai	
				Public Transit Multimodal Transportation		
1620	Jesse Attas	405,000				
				Community ararriatives	White I oppose the project entirely, if TsDOT insists on building it I hope you can do more to make it meet Austin's needs. This inclusies providing more east-vest cossings for non-automotivies, covering the traffic laines, reducing speed limits on foretage roads, adding more green space, and containing the numerous forms of pollution that the highway will generate (noise, air, water, light, etc.).	Sau Contracts ++
1621	Jesse Attas		MyCapEx Website - Comment Form	Do not widen	I oppose the long term seazure of parkland next to Lady Bird Lake in order to perform construction. This will neglatively impact me is a user of the Butter Trial and boater on Lady Bird Lake. It will also worsen access to the shoreline by both people and animals. This project is incredibly disruptive to residents of Austin and situation not proceed as is.	See Comment #5
				o build		
					Expose the plan to put both footage roads on the same side of the highway and to sintch which side the frontage is on as the project nears downtown. It will also make it more difficult to get on and off of the highway near downtown, which is likely the most common place for Austrialis	See Comment #34
					The big/may near downtown, which is blooky the most common place for Austinities to enter and exit the highway.	
				Bike/ped safety	This will add unnecessary confusion for local traffic, especially cyclists and pedestrians.	See Comment #30
				Business/residential displacement		See Corresest #21
				Danies, respense department	Expose the seture of land from established Austin businesses in service of this project. While I am not opposed to eminent domain in general when the purpose serves the public good, I do not believe the proposed use will be worthernite. Maintaining longitanting businesses like Whilp-Is, Stars Cafe, and the Austin Chronicle is more important than adding more lanes of concrete for automobiles.	JAN (2001) 1913 9 2
				Do not widen/no build		Sai Comment #5
				Do not wider/no build	Expose the plan to add more lianes and more width to 155. Study after study have shown that adding more lanes does not improve traffic or travel times over the long term. Instead it encourages more people to drive and makes traffic worse.	Sax Comment #5
				Bike/ped safety	I personally would love to see more space devoted to safe cycling infrastructure and rapid transit. I would drive my car less if these options were available to me.	See Comment #30
				Public Transit / Multimodal Transportation	Instead we should invest in solutions that encourage people to live closer to work and recreation and to take alternative modes of transportation to get to and from downtown.	See comment #13
1622	Jesse Attas		MyCapEx Website - Comment Form	Do not widen/no build	Esupport the feedback submitted by the Austin Chy Courcel and Travis County commissioners. This is an opportunity to spend billions of dollars to improve the lives of Central Tesus residents but the current proposal comernits the same car focused and traffic infamilies strategy that has proven not to work for decades	See Comment #5
			Comment Form		proposes sense sense sense sense sense sense sense of the property of the property of the sense	
				Bike/ped safety	1 believe the project needs more connectivity across the highway, especially for cyclists, pedestrians, and transit.	See Commant #30
				Air quality/noise	I believe we need to do more to mitigate the considerable environmental damage of the project.	See Comment #34
1623	Jesse Bernal	200.000		Do not widen/no build	MATERIAL TOTAL TOT	Sur Dominat &
1023	Jenne SenTill	1,1,000		SA INA WARE/TIO DUILO	We hold TADDY, If an enting as a native Austinibe and resident of the city to sell TuDOT that I strongly oppose plans to expand I 35 in Austin. The city and its missiation do not need more stans on ISS, increasing the capacity of the highway will only increase traific, increase noise and air pollution, and make Austin less livable. Instead, TuDOT should prioritize re-emissioning I 35 in the	
	1				I me cry arts can reseaser as on act news more same, on 1-22. Indicatoring the capacity of the highway will only increase traint; increase mose and air postation, and make Austin less twette. Indeed, Tubbo increase traint; incr	
					solar service. This was not be yet anothers. Servery,	
					Jacob Bernal Jose Bernal	
				Reroute to 130	Interestate buffic that is moving through the city should be pushed to highways that go around the city, like Texas 190. And the roads in Austin's core should be remade to encourage walking, biking and public transportation – these are all things that make a city more livible and increase the quality of life for its residents.	Seconner(#3
				Community alternatives	ThDOT should give honest consideration to the alternatives to 1-35 expansion that community groups have proposed. This needs to be more than just 6p service; ThDOT owes it to the people of Austin, for whom I 35 is a daily headsche, to conduct a full study of the alternatives that so many of us prefer.	See Comment #4
					MECENT 1-30 is a casely Telephone, to consults a full study or the atternatives start so many or us preser.	
1624	Jesse Harasta	1/19/2023	MyCapEx Website - Comment Form	Regional Connectivity	The I-35 expansion plans need to be re-throught as they will induce more demand on the roads - traffic will return to previous levels and pollution will be increased. While plans to add blive and podestrian	See convenit #1
			Comment Form		The ISS expansion plans need to be re-thought as they will induce more demand on the reads. Intellife will return to previous levels and publicion will be increased. White plans to add blee and potastium puths are good, they are not sufficient, instead of another frips (tiphes), we need register and connection between the cities be the proposed Lone Star and staffer. We alroad be investing in at least hourly community read - more during peak hours to relies present on SSS and better control or region.	
1625	Jesse Levy-Rubinett			Public Transit		See Comment #13
				Public Transit Multimodal Transportation	Mobility35 Program Manager Tommy Abrego, I think it's important to invest in more public transportation that connects Austin and displaces fewer people	
				Business/residential displacement		See Comment #21
1626	Jessi N Satinas	2/6/2023			Des Chairman Bogg and Commissioners: Thank you for recognizing that 155 strough Audit is one of the most congested readway segments in the State of Texas. As this servously outstand readway is often castled the Main State of Texas. As this servously outstand readway is often castled the Main State of Texas. As this servously outstand readway is often castled the Main State of Texas. As this servously outstand readway is often castled the Main State of Texas. As this servously outstand readway is often castled the Main State of Texas. As this servously outstand readway is often castled the Main State of Texas. As this servously outstand readway is often castled the Main State of Texas. As this servously outstand readway is often castled the Main State of Texas. As this servously outstand readway is often castled the Main State of Texas. As this servously outstand readway is often castled the Main State of Texas. As this servously outstand readway is often castled the Main State of Texas. As this servously outstand readway is often castled the Main State of Texas. As the servously outstand readway is often castled the Main State of Texas. As the servously outstand readway is often castled the Main State of Texas. As the servously outstand readway is often castled the Main State of Texas. As the servously outstand readway is often castled the Main State of Texas. As the servously outstand readway is often castled the Main State of Texas. As the servously outstand readway is often castled the Main State of Texas. As the servously outstand readway is often castled the Main State of Texas. As the servously outstand readway is often castled the Main State of Texas. As the servously outstand readway is often castled the Main State of Texas. As the servously outstand readway is often castled the Main State of Texas. As the servously outstand readway is often castled the Main State of Texas. As the servously outstand readway is often castled the Main State of Texas. As the servously outstand readway is often castled the	See Comment #21
1828	Jessi N Salinas	2/6/2023	Email	General support	Date Chairmin Buggland Commissioners: Think you for recognizing third LSS through Austin is one of the most congested nearboxine years and the second second recognized nearboxine years and the second recognized recognized in the second recognized recognized in the second recognized recognized in the second recognized	San Commant #S
					Care Charman Bugg and Charman Same, Third type for recognizing that 155 through Austin in over of the most congested making segment in the State of East, As this services, additional consequency of the content of the State of East, As this services, additional consequency of the content of the State of East, As the State of East, As this services are compared to the State of East, As the State	
1627	Assica	600/0004	MyCapEx Website -	Do not widen/no build	I do not support the expansion of 1-35. Tenas needs better, more reliable, cheaper, easily accessible public transportation. Yall cain't even leasy up with the upkeep of the highways we have. Not to merrion any work done on 1-35 takes YEAM's to finish, jost in time to reveal that adding more lanes to a highway is not as helpful as it was once thought at the conception of this outstand project.	See Comment #5
			Comment Form			
				Regional Connectivity	Why doesn't Texas have a light rail system yet? I'm done with driving and traffic. I like Europe and Japan's public transportation options much better than a highway explanation.	Secomment#1
1628	jessica billeaud	900,000		Latent/Induced Demand	No ThOOT ThOOT, Class against that expending the highway will only worsen congestion. Look at Houstool Audion is special because we rethink ways of handling problems, I we lived here for 15 years, passas billhased.	See Comment #15
					Data suggests that expanding the highway will only worsen congestion. Look at Housdon! Austin is special because we rethink ways of handling problems. I've Eved here for 15 years. Jessica billised.	
				Community atternatives	Phase consider alternate plans, including Reconnect Austin and Rethink 25's work.	Sec Comment 84
10	Commenter Name	Date Bareived	Source	Terio	Compet	Bernett
		Date received	Source	Topic		Reportes
1629	Jessica Faulk	2/24/2023	VOH	Do not widen/no build	I don't believe that investing a single road for nearly all of the 'taffic of I-35 makes sense. Other chies have committed to loops and other forms of directing traffic around the city. At this time we have several toll roads, but the fact they cost money to use is an impediment. I do not support expanding 35 any more.	Jans Lorrenant #D
					I have nealed in the neighborhood bordering the Central Project for 19 years, I believe the current I-35 Central Project plans from 32 to 38 1/2 th Street do not fully consider the environmental and quality of	See Comment #5;
					New existed in the neighborhood bordering the Curriar Project for 19 years. I believe the currier 1.55 Currial Project plain from 21 to 38 1,2 to Drend do not fully consider the environmental and quality of this impact of the Curry-pool regisfortions. I believe that the Curriar Project do evolvy weight the impact of changes to both the exact and we six and of the Inglance. The project of the Inglance of the Ing	
					equipment storage.	
					to the following important requests for change: 1 Firmination of the prohibitured main late and report to the following important requests for change:	
					for the convenience of the Modifier development and should not be prioritized over the Cherrywood neighborhood request. Adding an exit to 38 1/2th Street is simply not necessary and will be a huge blow to my neighbors and I by:	
					for the convenience of the Moultin development and shoot on the princitized over the Charrywood neighborhood request. Adding an exit to 38 1/20s Street is simply not necessary and will be a huge blow to my neighbors and by: a. impacting quality of life with visuals will be a huge blow to my neighbors and by: a. impacting quality of life with visuals will be a huge blow to my neighbors and by: a. impacting quality of life with visuals will be a huge blow to my neighbors and by: a. impacting quality of life with visuals will be a huge blow to my neighbors and by: a. impacting quality of life with visuals will be a huge blow to my neighbors and by: a. impacting quality of life with receivable will be a huge blow to my neighbors and by: a. impacting quality of life with receivable will be a huge blow to my neighbors and by: a. impacting quality of life with receivable will be a huge blow to my neighbors and by: a. impacting quality of life with receivable will be a huge blow to my neighbors and by: a. impacting quality of life with receivable will be a huge blow to my neighbors and by: a. impacting quality of life will be a huge blow to my neighbors and by: a. impacting quality of life will be a huge blow to my neighbors and by: a. impacting quality of life will be a huge blow to my neighbors and by: a. impacting quality of life will be a huge blow to my neighbors. The property of life will be a huge blow to my neighbors and by: a. impacting quality of life will be a huge blow to my neighbors. The property of life will be a huge blow to my neighbors. The property of life will be a huge blow to my neighbors. The property of life will be a huge blow to my neighbors. The property of life will be a huge blow to my neighbors. The property of life will be a huge blow to my neighbors. The property of life will be a huge blow to my neighbors. The property of life will be a huge blow to my neighbors. The property of life will be a huge blow to my neighbors. The property of life will be a huge blow to my neighbors.	
					The the connections of the Multiter development and Resolution of the profit shade of the Conference of implication of resolution of the SE 1,210 flowest in samply and reconseasy and will be a high blank to my employee and by a required profit of the Conference of implication of the Conference of th	
1630	Jessica Halonen	3/7/2023	VOH	latent/induced Demand	The transverse of the Multite development and Product on the purposed and one the Compression and purposed register, and the purposed register purp	
1630	Jessica Hatonen	3/7/2023	VOH	latent/induced Demand	I region the comments where the fine Chargesian Melghorison Management (NV). These is ny that of not comment, and other is additional standarding seared as period, and of the fine of the	
1830	Jessica Hatonen	3/7/2023	VOH	latent/Induced Demand	for the convenience of the Multiter development and Resolution of the pollution and one the Charge-code regular-facilities and the SE 1.2.00 freet is simply and recessary and will be a high bless to my eighbors and by a prescription of the Charge-Code regular and the pollution of the Charge-Code regular and the pollution of the Charge-Code regular and the Charge-C	
1630	Jessica Hatonen	3/7/2023	VOH	latent/Induced Demand	for the convenience of the Multiter development and Resolution of the Conference of Ingell Resolution (Insect in Series) and Resolution (Insec	
1830	Jessica Hatonen	3/7/2023	VOH	latent/Induced Demand	for the convenience of the Multiter development and Standard of the Professional Analysis and the Standard Company of the Control Analysis and the Control Analy	
1630	Jessica Hatonen	3/1/2023	VOH	latent/induced Demand	for the convenience of the Multiter development and Resolution of the Conference of Implication of Impairs A Adding an exit to \$8.1.2.00 these its simply not receive and will be a high bins in an engineer and by the Impairs and conference of Impairs and Conference of Impairs an	
		3/7/2023	VOH	latent/induced Demand		
1630	Jessica Halonen Joseph Halonen	3/7/2023	VOH	latent/induced Demand Dimeter Change	The the conversace of the Multitre development and Should not the purification of the Conference of regularization of regularization of the Conference of the Should not the Conference of the Should not the Conference of the Conf	See Construct #51
		3/7/2023	VOH		Making St Program Manager Transy Marga. Take a vacker of Water Direct or Cheston registerhood and the halfs generated from 1-35 is already a condent problem. Equivalently believe the Originary will only bring more halfs, publicate, using and delays, Jessica Reseas	
		3/1/2023	VOH			The Contract #51.
1831			VOH	Public Transit / Multimodal Transportation	Mading S Program Manager Tomory Alongs. Has a securice of Better the rest Chancel may be hardly generated from 1.25 is already a constant problem. Equating the lighway will only bring more hardle, publisher, using and delays, Jessian Reviews Hallack Audit already take an energing be ingleway undergrand and oranting more publisher earlierage, this parts and them reviews. Third is part	See Connect #13
		3/7/2023	VOH		Mading S Program Manager Tomory Alongs. Has a securice of Better the rest Chancel may be hardly generated from 1.25 is already a constant problem. Equating the lighway will only bring more hardle, publisher, using and delays, Jessian Reviews Hallack Audit already take an energing be ingleway undergrand and oranting more publisher earlierage, this parts and them reviews. Third is part	
1631	Jossica Poewes			Public Transit / Multimodal Transportation	Mading S Program Manager Tomory Alongs. Has a securice of Better the rest Chancel may be hardly generated from 1.25 is already a constant problem. Equating the lighway will only bring more hardle, publisher, using and delays, Jessian Reviews Hallack Audit already take an energing be ingleway undergrand and oranting more publisher earlierage, this parts and them reviews. Third is part	See Connect #13
1631	Jossica Poewes			Public Transit / Multimodal Transportation	Mading S Program Manager Tomory Alongs. Has a securice of Better the rest Chancel may be hardly generated from 1.25 is already a constant problem. Equating the lighway will only bring more hardle, publisher, using and delays, Jessian Reviews Hallack Audit already take an energing be ingleway undergrand and oranting more publisher earlierage, this parts and them reviews. Third is part	See Connect #13
1631	Jossica Poewes			Public Transit / Multimodal Transportation	Mading S Program Manager Tomory Alongs. Has a securice of Better the rest Chancel may be hardly generated from 1.25 is already a constant problem. Equating the lighway will only bring more hardle, publisher, using and delays, Jessian Reviews Hallack Audit already take an energing be ingleway undergrand and oranting more publisher earlierage, this parts and them reviews. Third is part	See Connect #13
1631	Jossica Poewes			Public Transit / Multimodal Transportation Do not widen/no build	Mading Shague Manager Tomory Acregic. Les a section of Water Class and Department of the buffer generated fron 1.25 is sinsuly a constant problem. Equading the lightway of only bring more huffer, publisher, using and dailays, Jesuia Resease Tables, A facin shaded last at reading the lightway underground and meeting entering present present present present and acres of the publisher and shares, blee paths and sum constant. Thus your Manages Shaneger belonger from places and acres of the publisher and shares, and acres of the publisher and shares and sha	See Connect #13
1631	Jossica Poewes	3/2/2023	trial	Public Transit / Multimodal Transportation Do not widen/no build	Mading Shague Manager Tomory Acregic. Les a section of Water Class and Department of the buffer generated fron 1.25 is sinsuly a constant problem. Equading the lightway of only bring more huffer, publisher, using and dailays, Jesuia Resease Tables, A facin shaded last at reading the lightway underground and meeting entering present present present present and acres of the publisher and shares, blee paths and sum constant. Thus your Manages Shaneger belonger from places and acres of the publisher and shares, and acres of the publisher and shares and sha	See Connect #13
1631	Justice Reves Justice Robertson			Public Transit / Multimodal Transportation Do not widen/no build	Mading S Program Manager Tomory Alongs. Has a securice of Better the rest Chancel may be hardly generated from 1.25 is already a constant problem. Equating the lighway will only bring more hardle, publisher, using and delays, Jessian Reviews Hallack Audit already take an energing be ingleway undergrand and oranting more publisher earlierage, this parts and them reviews. Third is part	See Connect #13 See Connect #5

1634	Jessie Hethcox	3/7/2023	Email	Latent/Induced Demand	Manipular National Manager Throms (National Processes and Conference of the Conferen	See Comment # EB
1635	Jessie Kartin			Community Alternatives	MobilitySS Program Manager Tommy Abrogo, Iam a resident of 1907 Hosly 1811/2.	See Comment #4
					1 OPPOSE TuDOT's plans for 135 and 1 OPPOSE expansion. Lans OPE This Reference's proposal, endoughering another Iniginary such as 69+330 as an intentiable, a greenway going through town. Lond OPE Tubor Service in Service Injury to Induced Demand, construction imposts, particulate entative pollution from the sear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modelling in	
					TuDOT's process in this project is flawed: It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	
					I don't want to use an intensiate highway for my local trips. I expect TsDOT, Austin City Council, and other representatives to stand up for me. Jessie Karlin	
				Latent/Induced Demand	Highway explanations CONT work. They worken congestion lies we saw with the Kathy Freeway), air noise and water pollution, safety, and transportation options beyond driving, 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #18
1636	Joseie Pescarelli			Community Alternatives	Mobility35 Program Manager Tommy Atrogo,	See Comment #4
2030	Asset Pascaretti			Community Assistances	Tam a resident of Austin. 1009/95 PriDTs stars for LSS and LOPINS enrouncion	Section 197
					I am FOR redesignating another highway such as 59:130 as an intendant, a bouleward going through town, a public transit-first project. TXDOT's process in this project is flawed: It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is	
					fillemed. I don't want to use an interstable highway for my local brigs. I expect TADOT, Austin City Council, and other representatives to staind up for ms. Jessie Pascarelli	
					1 expect 10.001, Assert City Counce, and order representatives to stated up for this Jacobs Palacarelli	
				Latent/Induced Demand	Highway expansions DONT work. They worsen congestion (as we saw with the Kuty Freeway), air noise and water pollution, safety, and transportation options beyond driving 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #18
1637	Jirisus	400,000	MyCapEx Website - Comment Form	Do not widen/no build	Investing in highways and expanding reads is costly and an inefficient use of resources. This is due to induced Demand which slowly brings traffic back to the newly expanded read. Additionally, it encourages care use which has negative impacts on the environment and is economically straining for people.	See Comment #5
				Public Transit / Multimodal Transportation	As a Team resident I believe you should invest in a rail line between Austin and San Antonio, Intercity public transit is more efficient, accessible, and sustainable.	See Comment #13
				Transportation		
1638	Jhovany Guerrero	1/31/2023	MyCapEx Website - Comment Form	General support	Good ideal	See Comment #8
			Comment			
1639	Jill Lacour			Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, I am a citizen of Windsor Park in Austin. I oppose Txico's IH 35 expansion plans. It is backward thinking to build in a way that encourages more vehicle traffic through the middle of a growing major city.	Sas Corresest #18
				Reroute to 130		See comment #3
				Nerouse to 130	A better plan would be to improve \$30 and or \$53 and records thrus traffic away from the city center. Use the existing highway through the city to encourage public transit and local traffic only. Find a plan to use money to off set told on \$100 and \$100 for non local traffic.	Data Certrains #3
1840	Jill Saadeh	1/12/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that i.35 through Austin is one of the most competed mediumy segments in the State of Yeas. As this seriously conditioned mediumy in other called the Main Sheet of Yeas, all Yeas, all Yeas, should call for bods and decisive action to transform this critical syneth of infestivulous into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
					called the Main Street of Texas, all Texass should call for bold and decisive action to transform this critical stretch of infestivulure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TXOOT. Thank you for your consideration of this request, alian Konnad	
1641	Jillian Foley	2/8/2023	Email	General support	Pour Poisson Bours and Possesionings	See Comment #8
		.,,,			Date Chairman Bugg and Commissioners: That ky or for recognizing that 155 through Austin is one of the most congested readway segments in the State of Yeasa. As this seriously outsized readway is often called the Main Street of Yeasa, all Yeasas should call for bod and decisive action to branchor this critical setted in efinishization into a nouleway that will accommissed the repol and immense growth we are experiencing in our great State.	
					Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDOT.	
1642	Jim Abbott	1/30/2023	Email	General support	Over Chamman Biogg and Commissioners: These yea for recognising that 1.55 through Audit is a rise of the most congound madelow paperation the Solid of Texas. As this secondly outsided madelowy is offered. As this secondly outsided madelowy is offered. As this secondly outsided madelowy is offered. As the second outside outside the second outside outside the second outside outside the second outside outside the second outside the second outside outside the second outside outside the second outside th	See Comment #8
					request.	
1643	Jim Clark	1/23/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested nodeway segments in the State of Teas. As this seriously outsided madway is offer congested nodeway and the Mark Street of Teas, as this seriously outsided madway is offer congested nodeway and the seriously outsided madway in the manufacture of the seriously outsided madway in the manufacture of the seriously outsided madway in the manufacture of the seriously outsided madway in the manufacture of the seriously outsided madway in the manufacture of the seriously outsided madway in the manufacture of the seriously outsided madway in the manufacture of the seriously outsided madway in the seriously outs	Sax Comment #8
					called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical streetch of infestructure into a roadway that will accorrendate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Jim Clark	
					Dear Chairmain Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often	Sec Comment #8
1644	Jim Diffienzo	2/7/2023	Email	General support	statis that Desurf Fees, at Years about and the fault and contained the season of the	
1044	Jim DiMenzo	2/1/2023	tmail	General support	and is intended only for the use of the individual or entity to whom it is addressed. If the wader of this message is not the intended recipient, you are hereby notified that any disclosure, copying, distribution, or the taking of any action in reliance on the contents of this communication is strictly prohibited. If you have received this e-mail message in error, please contact Griffic Residential at any delete this e-mail message.	
1845	Jim Fitzpatrick	2/15/2023		General information request		General information necessis - information was provided to stakeholder
1040	am rizpatnick	2/15/2023	Voicemail	wineral information request	A flow or, may now a last Propertice. The suspect of the Charge-region and specific products of the control of	мента и поченивален и вережен - и постивност и вез регитива не везаленный
1646	Jim Fitzpatrick	2/15/2023	MyCapEx Website - Comment Form	Business/residential displacement	The in the Charyvood neighborhood and boding at the latest preferred design proposal it shows that my house would be directly impacted by this project. The proposal shows that filtritions Awarus will be modified to connect directly with Dam. Readon right at my house, in wood like to find out with his proposal and what is the missioning behind of 1 days in the miss	See Comment #21
					is a lessedy access one block ways @ Dancy Avenue. I do not want the added construction headache and the resulting eaths traffic that would be going by my house. Can the proposal be modified to remove this? Thanks, Jim Fitspatrick	
1847	Jim Langston	2/10/2023	Email	General support	I want through the virtual video and materials. Good job.	See Comment #8
					It appears to be a very community considerable project with a lot of hard work put into it. Best wishes for a successful Public Hearing tonight and the ability to move this very necessary project forward.	
1648	Jim Lemos	1/30/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often called the Main Street of Texas, as Texams should call for hold and decisive action to transform this critical streets of Infestivutions into a readway that will accommodate the raisot and immense growth we are experiencing in our great State.	See Comment #S
					according. It was military days in seven any complete apport for the 3.55 clayed. Express Central weight in seven pass in proposate by 1000.75 having for the year consideration of this sepand. All the central centr	
					you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful. This email has been scienced for viruses and malwans, and may have been automatically archived.	
	Consequent	Date Received	Sec. mar.	7	Comment	Branch Control of the
1649	Sim Ryss	3/8/2022	Sparce	Carry/Dark Plazas	Mobil PG Program Manager Tommy Abrodo	Responses Figs Formers 842
					MobilityS Program Manager Tommy Atregs. Anyone who has even visited the covered highway in downtown Dallas can immediately see the vision for capping I-SS. We need to focus on making downtown more liveble and less of a wasteland of highways.	
1650	Jim Susman	1/19/2023	Email	General support	Dear Chairman Bugg and Commissioners: Think you for recognizing that I-95 through Austin is one of the most congested needway segments in the State of Teas. As this seriously outdated readway is often	See Comment #8
					called the Main Street of Tessa, all Tessans should call for bodd and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express any compilet support for the 3S Capital Express Central design as proposed by TADOT. Thank you for your consideration of this recessed, an insurant PAM STO beams.	
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1851	Jon Walker			Do not widen fine build	The company of the kinetic in the public terms yearways, appeals if. The off Gray News comments and the state and test or a school state or a school school state or a school	Sea Connected 5
				Air Quality/Climate Change	As Quality of Exposed for Expo	Sea Connect #18
1852	Jim Wallon	,	MyCapEx Website - Comment Form		In design and many processors to	Sea Consenset #42
					Taxons 100 Tiles on the presentative for the models in the other section of the proset, and because of the consistent on beard models and because of the section of the proset, and because of the consistent on bear of the proset, but the section of the proset of the pr	Dec Comment #42
				Public Transit / Multimodal Transportation	The sharms of a study of the dangerin impact of the construction phase on trends cause means 1,60°Ds saviges of the covard modeled apolity impacts as multifacest and capricious. Additional integration and coordination with Cap Minns should be pursued and made padds follow construction begins.	Sec Connect #13
					February 20, 2023 Data Fold Heiderinip, This Compress Militarianip,	See Comment #5
					Date 1000 Intensity. The control of the control of	
				Do Nest Wildowy No Build	Constitution for projects because, we will construct them on some left time or should of the professed and reflective time because the support of the construction of the projects to be a support of the construction of the projects to be a support of the construction of the projects to be a support of the construction of the projects to be a support of the construction of the projects to be a support of the construction of the projects to be a support of the construction of the projects to be a support of the construction of the projects to be a support of the construction of the projects to be a support of the construction of the projects to be a support of the construction of the projects to be a support of the construction of the projects to be a support of the construction of the projects to be a support of the construction of the projects of the	
					The search is resultions by the contract, main leve and some to £ 32 1/2 fb. The main leve and 1 to Appet Bott is covertly a primery count to access Monitor and neighborhoods on the exact sole of £5.5 fb. we require that COD public hydror by the SE of the	
				Wishire	inscipatify this interp. The ablance of binary (privile cooling doctored for log pricince can be represented for the pricince of the pricince	See Comment #9
1853	Jim Walker		MyCapEx Website - Comment Form	Business/nesidential displacement	Name discharges. The proposal additionate are the control of the children fundament of the chil	See Construct #21
15	Commenter Name	Date Received	Source	Topic	Comment	Regiones
					Name of the control basines required to the control basines re	Sea Conversat #42

						,
					Third for authorized recognition on the Tuber forms about the processing of the tuber forms about the processing of the tuber forms about the processing of	
					that the results be shared with the City of Austin Triansportation staff and community stakeholders. Stoches at E. 38 % Street and E. 32nd Street bridges, As noted in the January 2022 CNA letter, and seeing no design evolution in the DEIS or Preferred Alternative, we bulleve stoch designs for the 38 % Street and E. 32nd Street bridges only	
					# E. 38 % Street and E. 32nd Street and a new pelestriany/bicycle crossing at Concordia Are. We note that forum development on the west said of 3.5 in this section will very likely be multi-family and mised use mid-rises, similar to the recent construction at the intersection of E. 32nd and i-35. There will be hundreds, if not thousands, many period of the property of the proper	
					Southers fronting read, this are enthusiated and MDDV's ensemble right between depth of the control of the cont	
					there intollines to the same in the data was seen intollined to the contract of the contract o	
					supplies opposities solden design. In this immunication design (2 and dress, Equity, the businessed frontage mad concept between Manor float and Dean Keetors is edining, the encourage the CPy to work with 1,000 To replicate the Dean Keetor interaction, reverpass, design of max E. 2023 Dean to researchine. The accordance gives will require extending the local leaved fronting and seeing from the off and one may be the E. 2023 Dean to researchine. This was the local leaved from the production of the extending the local leaved from the production of the extending the local leaved from the l	
					suggest that vehicles seeking to access the northbound on-damp just north of E. 32nd Street can utilize a decisated lare at the interaction as in frequently done in other other. The formage roads could then shift together to the west side in a boulevard design (or separation of their side or the interaction.) The northbounders of unique and any election can swing particularly the interaction significancy could be a similar to the interaction. Significancy control of the interaction significancy could not when the size in the northbounder could be similar to the interaction. Significancy could not with the size in the interaction significancy could be size in the size of the interaction. Significancy could be size in the size of the interaction significancy could be size of the size of the interaction. Significancy could be size of the	
					separated frontage reads, the southbound to northbound turnaround code remain, when narrown (as shown in Alternative 1 in August 2021). This changes code (greatly reduce the right-of-way expansion needed between Dean Keeton and E 32nd 57ms, reducing — perhaps eliminating — the negative inspact on the Policy's Contrarnity (fine) (incline for five Windows Health and Policy and State Class).	
1654		3/6/2023				Sea Comment #18
1054	Jim Walker	3/0/2023	MyCapEx Website - Comment Form	Air Quality/Climate Change	Several neighborhoods and thousands of residents, and many families, currently live within 1/4 mile of 1.55 between Dean Kenton Brid and Amport Biod. The residential population in this same same is expected by properties of page over the life of the Capital Express Project. ToOTh Air Quality Assigns September 9 most provided by the properties of the Capital Express Project. ToOTh Air Quality Assigns September 9 most provided by the Project Pr	Sac Currient #10
1655		2/7/2023	Email	General support		See Comment #8
					hard Columne Bugg and Commissioners. This is yet for recepting (Bott Strong) About is not not for involved mobile vegeting min the State of Tours, A tour survey, obtained mobiles vegeting in the State of Tours, A tour survey, obtained mobiles vegeting in the State of Tours, A tour survey, obtained mobiles vegeting in the State of Tours, A tour survey, obtained mobiles vegeting in the State of Tours, A tour survey, obtained mobiles vegeting in the State of Tours, A tour survey, obtained mobiles vegeting in the State of Tours, A tour survey, obtained mobiles vegeting in the State of Tours, A tour survey, obtained mobiles vegeting in the State of Tours, A tour survey, obtained mobiles vegeting in the State of Tours, A tour survey, obtained mobiles vegeting in the State of Tours, A tour survey, obtained mobiles vegeting in the State of Tours, and obtained in the State of Tours, and obt	
	,				request. Jim Young, COIM Sabot Development	
1856	Jimmie Burnett			Do not widen/no build	MobilitySS Program Manager Tommy Abreigo,	See Comment #5
					Manifest Synapses Maning Elemin Springs. Let 17 years all start devices Audition. When I segment go in the Ephanescular neighborhood, 135 of not exist. It was called East Nemous I convently sin in Milable Wood less than the Blocks from 155. Most of the firms, when I approach—35 was William Red. the rediffic on the hys practically as a standard. A Jurge percentage of the total first is big right how no brainess in Austin. They are just passing. They are just passing.	
					Through. They should be routed around downtown Austin and forcid to use the toll roads.	
				Latent/Induced Demand	Your plan will not seduce traffic or the congestion. It will make it worse, It will also disrupt our neighborhood and result in the destruction of some homes and small businesses along the access roads. More	See Comment #18
				Community Alternatives	I support the Rethins35 plan.	See Connent #4
1657	Jimmie Burnett	3/7/2023	Email	Wishire	Whatew Wood is a neighborhood where people walk their dags and children play. It is unineagerable that argone would consider connecting 641 and Wilskins Blod, just to make it easier for drivers on 41st 55. Toget to People Blod, which is only about 250 year to the sent Pr. An in a lift turn only and note the care past care registrohood and north to People Blod. That is what was driver on the exist side of our neighborhood, when Muslier was developed, to keep Wilself from configing frequity amount 53. Reliance accommon sense and perform the Wilself Wilself Wilself Wilself people and the Sense S	See Comment #9
					Over Common Broggiand Commonocomes The Property of the Special Commonocomes The Property of the Special Commonocomes The Property of the Special Commonocomes The Property Operation of the Special Commonocomes The Property	See Comment #8
1658	Ammie Fielding	3/7/2023	Email	General support	accord or pranection this contices invited in minimaturative into a children's that accommodate the rapid and intrinsing growth we are expensed only to or great State. Accordingly, I am writing today to express my complete support for the ISS Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this request.	
1859		1/30/2023	Email	General support		See Comment #8
1039	1	1/30/2023	Email	General support	Date Chairman Bugg and Commissioners: 1 am writing today to express my complete support for the 1-SS Capital Eurens Central design as proposed by TxCOT. As a resident of the Assotin awas since 1998, this section of 1-SS has been a constant them in the side of every traveler, from those who live here, to those that are just trying to pass through. Thank you for your consideration of this request.	Sal Cuttriant #0
1660	Jo Hogan		MyCapEx Website -	Burytunnel	Please think about the bigger picture. Talk to the fish in disclose about the big dig and reuniting the city. - Sury the SS in larger segments so we theny create corrections. between east and wad?	See Comment 925
			Comment Form		- Bury the ISS in longer segments so we truly create connections between east and west! Thanks, Jo	
				Public Transit / Multimodal Transportation	include direct BUS ONLY on namps and off namps so that trainsit gets a priority, and have too only lanes, or some preferred trainsit options. And F3032	See Comment #13
				Transportation		
				Air Quality	include greater measurements of air quality during the "environmental" review	See Comment #558
				Water Quality	Engineers to study ways to treat the water ruroff so it's not flowing directly into the lake where our direking water comes from.	See Comment #125
					My name is John Harmond. I'm a resident of Austin, Yessa. I would like to leave my viocensil to strongly oppose the I-SS expansion. I am a homeowner in the Mustin Development which is right round airport and 35 currently. And as it stands now getting across there as anyone other than someone in a car is quite circless. And driving on 35 is just something I avoid all together. But I would like more people to be able to experience that, and I	See Comment #5
					Ay area as a late heterone. The a resistent fundament, from a resistent fundament of a late of the control of t	See Connect 45
					Ayours as 2014 Stement. It is a related of date, "East." I reside of the size is presented to strongly compared to 35 strongly compared to 35 strongly compared to 35 strongly compared to 35 strongly of	See Comment 45
			Vai	Do not widen/no build	Agreemant and a described in a sensitive of a described of a descr	See Connect #5
1861	Joan Hammond		Voi ce mei	Do not widen/no build	Against a State State Control, This is settled of Jacobs, "Year," I send of State State Control, and the State State Control of Jacobs ("State State S	Des Connect #5
1861	Joan Hammond		Voi ce mai	Do not widen/no build	Agreement and the throughout fine a resident of state. The contract of the companies of the	Sw Connect #5
1861	Joan Hammond		Voi ce mail I	Do not widen/no build Bina/pad safety		See Connect #5
1861	Joan Hilmmond		Voi ce mai I		nersymbol go about people are like or you go, OK on the O'Re, with not, with not, will not. With not OK because we keep dang really during things, So, you's just to stop, Just lates us alone. Day not of our business because you know - we know what we want. We know what wire trying to do and it's not the right solution.	Das Connect #5 Das Connect #30 So Connect #3
	Joan Hilmmond Joanna Gallegos		Voi ce mail I	Bisa/ped safety	emprises go absorded people and the amenge page (people of the time of the second people of t	
			Voi oa mail I	Bikay pad safety Pacial justice	emprises go absorded people and the amenge page (people of the time of the second people of t	Sea Comment #3
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			Vol. or mail i	Bikay pad safety Pacial justice	emphotor justiced people and the many judge (OR of the COT No. No. No. No. No. No. No. No. No. No.	Sea Comment #3
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			Voi ce mai I	Brincy paid safety Placed justice On red welfar, vice build	inversion to go abouting people and bias any people good for all their Piles with read, which are to the people good and their people good and their people good and their people good and their people good and their people good good good good good good good goo	See Connect 43 See Connect 45
1662	Joanna Guitegos		Vol oe mad i	Bharyaid safety Rescal Jacks Do not widely to build Connect widely to build Community Albertarious Laters/induced Comment	supplies to go decided position of the company is part of our of the company of t	See Connect 43 See Connect 45 See Connect 44 See Connect 43
		2/11/2023	Voi on mail i	Bhayad safety Paccal palice Do not within, the build Community Alternatives	inversion to go abouting people and bias any people good for all their Piles with read, which are to the people good and their people good and their people good and their people good and their people good and their people good good good good good good good goo	See Constant #3 See Constant #5 See Constant #4
1862	Joanna Guitegos			Bine peet suriny Peetind justice Do not widen/no build Do not widen/no build Community Marmation Later/Induced Demond Business/Induced displacement	supplied by got detail people and the amy pile got of our thind the pile and the pi	See Connect 43 See Connect 44 See Connect 44 See Connect 45 See Connect 45
1862	Joanna Guitegos	2/11/2023 2/8/2023	Walson on Manager Form	Bharyaid safety Rescal Jacks Do not widely to build Connect widely to build Community Albertarious Laters/induced Comment	supplies to go decided position of the company is part of our of the company of t	See Connect 43 See Connect 45 See Connect 44 See Connect 43
3862 3863 3864	Joanna Carlegos Joseph Sala Joseph Sala Joseph Sala	2/5/2023	MyCapEx Website - Comment Form	Bhayed advisy Record justice Do not water/no build Community filteration Community filteration Laters/instand between Business/residential displacement Regional Community	supported by got detent product on the care you is pay Got Office of the Cort Tow for the Cort Cort Cort Cort Cort Cort Cort Cort	See Connect 43 See Connect 44 See Connect 43 See See Connect 43 See See Connect 43 See See Connect 43
1862	Joanna Guitegos			Bine peet suriny Peetind justice Do not widen/no build Do not widen/no build Community Marmation Later/Induced Demond Business/Induced displacement	supported by got detent product on the care you is pay Got Office of the Cort Tow for the Cort Cort Cort Cort Cort Cort Cort Cort	See Connect 43 See Connect 44 See Connect 44 See Connect 45 See Connect 45
3862 3863 3864	Joanna Carlegos Joseph Sala Joseph Sala Joseph Sala	2/5/2023	MyCapEx Website - Comment Form	Bhayed advisy Record justice Do not water/no build Community filteration Community filteration Laters/instand between Business/residential displacement Regional Community	supplied by got detail people and the amy pile got of our thind the pile and the pi	See Connect 43 See Connect 44 See Connect 43 See See Connect 43 See See Connect 43 See See Connect 43
3862 3863 3864	Joanna Carlegos Joseph Sala Joseph Sala Joseph Sala	2/5/2023	MyCapEx Website - Comment Form Ernall	Briany and surface Branch justice Do not water, you build Community Afternation Laters/(Initiated Determent) Business/(Instituted Determent) Business/(Instituted Determent) Community Afternation Com	supported page and that people and the amy page good of all three? The wint not want on an interest of the beaute and president page and the people and page and the people page and page and the people page and	See Connect 43 See Connect 44 See Connect 43 See See Connect 43 See See Connect 43 See See Connect 43
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3862 3863 3864	Joanna Carlegos Joseph Sala Joseph Sala Joseph Sala	2/5/2023	MyCapEx Website - Comment Form Ernall	Binary peet surley Placins justice Do not widen/no build Do not widen/no build Community Sharmatives Laters/Induced Demond Business, residential displacement Regional Connectivity General august Do not widen/no build Business/residential displacement Exercises of the surley	supposed particular people and the ampliance of the property property and the property proper	See Connect 43 See Connect 45 See Co
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3862 3863 3864	Joanna Carlegos Joseph Sala Joseph Sala Joseph Sala	2/5/2023	MyCapEx Website - Comment Form Ernall	Binary peet surley Placins justice Do not widen/no build Do not widen/no build Community Sharmatives Laters/Induced Demond Business, residential displacement Regional Connectivity General august Do not widen/no build Business/residential displacement Exercises of the surley	insprison places from the property and t	See Connect 43 See Connect 45 See Co
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3663 3663 3666 3666	Joseph Gallages Joseph Galla Adder Mangaretts Addy Published Contracted Name	2/5/2023	MyCapEx Website - Comment Form Ernall	Brieryad safety Florid Jacks Do not wideryto boald Community Albertarious Later (Induced Comment Business) residential displacement Regional Connectivity Connectivity Do not wideryto boald Business, residential displacement Florid to Connectivity Connectivity	supposed particular people and the ampliance of the property property and the property proper	See Connect 43 See Connect 45 See Co
3862 3863 3864	Joanna Carlegos Joseph Sala Joseph Sala Joseph Sala	2/5/2023	MyCapEx Website - Comment Form Ernall	Brieryad safety Florid Jacks Do not wideryto boald Community Albertarious Later (Induced Comment Business) residential displacement Regional Connectivity Connectivity Do not wideryto boald Business, residential displacement Florid to Connectivity Connectivity	insprison places from the property and t	See Connect 43 See Connect 45 See Co

				Community alternatives	Indowed of widening the road, I support sinking the road below ground level and cupping the road with given space and public spaces that is haalify for all, similar to the proposals for the areas closer to downtown. I also support routing traffic CUTSDE of Austin instead of straight through the city center. Route traffic to alternative loops that move through traffic away from the way congested city center.	See Comment 44
1668	Joe Gonzalez	1/27/2023	Email	General support	Our Charmon being and Commissioners: Then you for recognizing that 130 through Audin is one of the most congenied readway augments in the Build of Fease. As this services in container is the Build of Fease. As this services in the Build of Fease. As this services in the Build of Fease. As this services in the Build of Fease. As this services in the Build of Fease. As this services in the Build of Fease. As this services in the Build of Fease. As this service is the service in the Build of Fease. As this service is the service in the service is the service in the service is the service in the service is the service in the service is the service in the service is the service in the service is the service in the service is the service in the service is the service in the service is the service in the service is the service in the service is the service in the service is the service in the service is the service in the service is the service in the service is the service in the service in the service is the service in the service is the service in the service is the service in the service in the service in the service is the service in the service in the service in the service in the service is the service in the service in the service in the service in the service is the service in the service	Sea Comment #8
1869	Joe Levin	3/7/2023	MyCapEx Website - Comment Form	Do not widen/no build	No. 53 Equations This following sustainment is a fact, proven from such yader andly, when of highways from hell that TDCOT created and are used in classrooms across the causity as the limit belooks assemption of infrastructure following in factors and that the such as a position of the region of the such as a position which are plotted, coins and out-one missions, and if which the discoproportionally impact to be incored participated and the such as a position which are plotted participated and the such as a position which are plotted participated and the such as a position which are plotted participated and the such as a position which are plotted participated and such as plotted participated and such as plotted participated and such as plotted participated and such as plotted participated and such as plotted participated and such as plotted participated and such as plotted participated and such as plotted participated and such as plotted participated and such as plotted participated and such as plotted participated and such as plotted participated and such as a plotted participated	Sec Connect 45
1670	Joe Offutt	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Please build make transit options connecting the cibis on 135. San Actionic and Austin are in their way to becoming the next DPN. We need fast ways to get from one to the other without dealing with 135 car chaos	Sw comment #1
1671	Joe Reyes	2/12/2023	MyCapEx Website -	General support	Eupport the updated plans for all three sections of the ISS redesign.	San Comment #8
1672	Joe Shiveley		MyCapEx Website -	radial justice	Equality (25 would represent a continuity of the division, next, classes, escalgically destructive post planning practices we see all one Austin. Adding laises effectives worses in office exposurity when you got not three laises. We don't want or reset more laises of 155-more laises of 155-more laises of 155-more laises of the proof is in the research. Overtify the through the connect the city, P.S.L. the very lace, put it completely	Sin Commant #3
			Comment Form		underground and deck the writing of it so yes can build on top.	
				Reroute to 130	Looking at the metropolition area wholly-giving attention to recoding intendate traffic via SR 130 and developing SR 45 into its full vision, thru traffic could bypass the downtown area complete as it does in most crites this size.	Seconnet #3
				East/West Connectivity	This 155 constant through Austin could benefit from returning to a bushward like formation for local spellic, much like the historical Seal Aerward that once rest that length through the oily—there are constess procedured of this verbing of other American clinic to reduce stretch. This would encourage connectivity between devertiers and East Austin as well as the opportunity to imaginar light call judicit shared in the mediates—ember to propositions for the State Line story Seal Revends Drise.	See Comment #20
1673	Joe Wingerter	2/13/2023	Email	General support	Data Channes hogged Commissions: A service of model of the control See Connect #8	
1674	Joel Armendariz	2/8/2023	Email	General support	Date Chairment long and Commissioners: Thesis you for recipiting that 150 strongly Audin is not of the most congested readway segment in the State of Team. As this services decided modelway in their American contribution of the model of the state of Team. As this services in the State of Team. As this services in the State of Team. As this services in the State of Team. As the services in the State of Team. As the services in the State of Team. As the services in the State of Team. As the services in the State of Team. As the services in the services in the state of Team. As the services in the State of Team. As the services in the services in the state of Team. As the services in the state of Team. As the services in the services in the state of Team. As the services in the state of Team. As the services in the state of Team. As the services in the services in the state of Team. As the services in the state of Team. As the services in the state of Team. As the services in the services in the state of Team. As the services in the state of Team. As the services in the state of Team. As the services in the services in the state of Team. As the services in the state of Team. As the services in the State of Team. As the services in the state of Team. As the services in the services in the state of Team. As the services in th	So Comment #E
1675	Joel Fluses	2/26/2023	VOH	Community Alternatives	Takes the holy programming of an earl for the Th. Th. 25 are given recogning in grant region of decision in the receives of Auto, 1 and after a contract basis place that the 25 are given recogning and decision in the receiver of the contract place and not be fail to the decision that the 25 are given recogning and the contract place and not be fail to the decision makes an extract place and not be fail to the decision makes. As in sections that makes a make a fail fail to the decision makes and the contract place and not be fail to the decision makes. As in sections that makes a fail fail to the decision makes a fail to the decision makes. As in the contract place and not be fail to the decision makes a fail to the decision makes. As in the contract place and not be fail to the decision makes a fail to the decision makes a fail to the decision makes. As in the contract place and not be fail to the decision makes a fail to the deci	See Construct 44
1676	joel openshaw	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Istraggle to commute to Austin via 135 due to traffic and road conditions. It's never an easy commute, I would be able to better travel with rail between these to crise. I used a rail in Utah to commute, I know many others have word use of it was available.	See cornect #1
1677	joel wishkovsky	3/2/2023	Ernait	Do not widen/no build	MakingS Program Manager Traininy (Aneg). Makings Program Manager Traininy (Aneg) is a second of the	Sea Consenset #5
1678	Joey Rapalo	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	We need trains like we need coffee. Robost, reliable, available at all hours, convenient early in the morning.	See comment #1
1679	John Allen	2/7/2023	Emil	General support	Our Charmon high and Commissioners: Thurs you for congoining that 155 through Audit is one of the most congoined readway segments in the Stand of Years. As this sectional production continues by the control of the co	See Comment 48
1680	John Barksdale	1/12/2023	Email	General support	Date Chairman Bugg and Commiscioners: Their you for recognising that 135 strough Audin is one of the most congested readway agrients in the 32x44 of Teass. As this seriously outdated madway is offered inadway in other contents of the 32x44 of Teass. As this seriously outdated madway in other contents of the 32x44 of Teass. As this seriously outdated madway in other contents of the 32x44 of Teass. As this seriously outdated madway in other contents of the 32x44 of Teass. As this seriously outdated madway in other contents of the 32x44 of Teass. As this seriously outdated madway in other contents of the 32x44 of Teass. As this seriously outdated madway in other contents of the 32x44 of Teass. As this seriously outdated madway in other contents of the 32x44 of Teass. As this seriously outdated madway in other contents of the 32x44 of Teass. As this seriously outdated madway in other contents of the 32x44 of Teass. As this seriously outdated madway in other contents of the 32x44 of Teass. As this seriously outdated madway in other contents of the 32x44 of Teass. As this seriously outdated madway in other contents of the 32x44 of Teass. As this seriously outdated madway in other contents of the 32x44 of Teass. As this seriously outdated madway in other contents of the 32x44 of Teass. As this seriously outdated the 32x44 of Teass. As this seriously outdated the 32x44 of Teass. As this seriously outdated the 32x44 of Teass. As this seriously outdated the 32x44 of Teass. As this seriously outdated the 32x44 of Teass. As this seriously outdated the 32x44 of Teass. As this seriously outdated the 32x44 of Teass. As this seriously outdated the 32x44 of Teass. As this seriously outdated the 32x44 of Teass. As this seriously outdated the 32x44 of Teass. As this seriously outdated the 32x44 of Teass. As this seriously outdated the 32x44 of Teass. As this seriously outdated the 32x44 of Teass. As this seriously outdated the 32x44 of Teass. As this seriously outdated the 32x44 of Teass. As this seriously outdated the 32x44 of T	Sai Comment #8
1681	John Barksdale	2/8/2023	Email	General support	Committee in the register of committee in the committee i	So Convent #E
ID.	Commenter Name	Date Received	Source	Topic	Connect	Responsés
1682	John Bengion	3/7/2023	Email	Community Albertatives	Maked Mark Progress Manager Temory Roses, process 125. My feeth years in Chargerous, and it on a government employee—bith my reflect and the basis of Christians and the Mark Progress of Christians and	See Connect 44
				Do not widen/no build	Making Program Manager Transpro Storage	See Communit #S
1683	John Brickley			latent/Induced Demand	Toppose TAOT's plan, as it ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the feature of almost all highway expansions, and the success of freeway removals.	See Comment #18

1		1	I F	Community Alternatives	Inclaus. I support the Rethink-25 proposal of indesignating another highway, such as Sk-130, as an intensistat and creating a boulevand that would support padestrian and public transportation and finally mand the physical division of downtown Austra, which would saidly come too late for too many people of color who faced the discriminatory divide.	See Comment #4
1684	John Burnett	Solom		General support	law what the videring and despening of USTS (Curral Expressions) and for north-scuth transit in my foundam of ballss, it has been a hugh success. Every, intentable-fronting properties, you gittle coack some eggs to make an ormales. Hope that TDOT can achieve the same success with your plans for the videring of 1-55, and I am a big supporter of capping it and putting some given space over it, like they did in Dallass. But think thark on the City of Asatoh's inclusi. Figure shaded	See Comment 48
			_	Bike/ped safety	As a cyclist, I said that you be 100% certain that with the expansion of I-35 through Central Auslin the bicycle laines are protected and wide enough. for scooters, too.	See Comment #30
1685	John Castillo	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Rail service between San Antonio and Austin would be great With stops for communities in-between for housing and recreation. Seing able to take rail to Austin airport from San Antonio would be amazing.	See comment #1
			Comment Form			
1686	John Constant		Phy sick	Do not widen/no build	If third, basic quases theory would show that proposal for more LSS tanks would not meet the desired outcomes. There is plenty evidence around this idea. Safet from anisted and their visions. Booth has so many other important needer ventual housing recent has defined an advantage of the safet of the sa	See Comment 45
			Co mm		Audie from exident and basic science, Aurilin has so many other important needs: correal housing, certail beautification, alternative transportation spitems – bikes, scotters, walking, mass transit. Auf this insit enough, there are better solutions. Lover the gened limit, close 135 in downtows and collise entiting infrastructure are round about internatives. Look at the science, alternatives and listen to the papels.	
1687	John David Carson		METAL .	Latent/Induced Demand	Me ToDOT TLOOT, Wildering H35 will not help congession, it will only make it hell during construction and then induce more demand to fill up any added capacity.	See Comment #18
				Public Transit / Multimodal	This boulgst should be reallocated to maintenance and trainst, bike, and ped projects that actually improve mobility and don't have all the other terrible side effects of road building.	San Comment #13
				Transportation	This output on the committee or institutions and contact, work, and per projects that excess projects indicated and out it retries in the output terms and entered to have contactly.	AND COLUMN 18 ALL
1688	John Elliott	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often called the Main Street of Texas, all Texams should call for bodd and decisive action to transform this critical shretch of Infestructure into a readway that will accommodate the raipid and immense growth we are experiencing in our great State.	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TXDOT. Thank you for your consideration of this request. Sent from Mail for Windows	
1689	John Fisher	1/30/2023	Email	General support	Oser Chairmen Bugg and Commissioners: Think you for recognizing that 155 strough Audin is one of the most congested naivesy segment in the Date of Texas. Accordingly, I am writing today to express my complex augors for the 155 Capital Express Central design as proposed by TxOOT. Thank you for your consideration of this request. Please help make this happen for the safety of all of us. John Faller.	See Comment #8
					Fahar	
1690	John Fitzpatrick	2/4/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested needway segments in the State of Teas. As this seriously outdated readway is often	See Comment #8
					Duer Claimen Bodg and Commissioners Thesk you for recognising mode to 155 through Sudar is one of the most composed modes appreciate in the Date of Teles. As to his secolary discident codings is often contact the Mark 1964 for the as a Marian Sudar in Sud	
					Makinity Shippian Manager Emmy keyne; Way we we explored by keyne instanced or manager Emmy keyne; Way we we explored by keyne instanced or manager Emmy key	See Comment #5
1691	John Garcia	3/7/2023	Email	Do not widen/no build	takes because them it would be the large garry (through thousands. Why car's we assess alternative single-ment solutions over these short-ferm, short-legithed naivel efforts? As a resident of subst, highly \$3.5 calls for by operations out of my first. It makes me mer with the value or to be short short or secretically in parts and in the solutions over and hides local businesses from organic discovery and relies on software solutions to surface our city's beautiful culture amid the myriad of tourist traps and both towers. The saying is "Keep Austin Weird", not "Keep Highways Wide", please consider sticking to the former and not adopting the latter.	
1692	John Hagan	3/2/2023	MyCapEx Website - Comment Form	Air Quality/Noise	Comments (live in Takes Green condox, on the west side of 1-35 where the construction would be taking place. I would like to ask that work is cone to minimal any issues we might have within our community, with all this vibrations that will hopper, I have a concern with foundation and busings desagge that could happen. Jakes would like to admit measures are being like the minimate road withing this project? Will there it is found with and sound reducing pawement?	See Comment #34
					1 also would have to ask what measures are deen glawer to minimal rosse during this project? Will there will source well source neocoding pavement?	
1693	John Houser			Do not widen/no build	Mobility.55 Program Manager Tommy Abrego,	See Comment #5
					Helds. If me witning is obtong opposition to trades plan for 155 and any separation of 55 in general. As a Texan who believes in the local government over big government and who lives 2 miles from 35 and travels it daily. I can say to date plan for any plan of expension) will be the worst thing that can be done for audin transportation.	
			_	Latent/Induced Demand	For on, the like is that it must be expended to ease helff. However where is the data to support those claims ? The data suggests the opposits, in fact. More laises will lead to more driving and more shallfic. Why should local neighborhoods and businesses have discussed just to make shallfic even in the large and "filted gives both the gives both the gives both the audit ?"	See Comment #18
					Why should local neighborhoods and businesses be so disrupted just to make traffic worse in the long run? What gives bold the right to decide this for austin?	
				Community Alternatives	Instead of expending (35 can we instead support and fund plans that will make life in austin better? For instance the rethink 35 plan and/ or more public transit.	See Correlat #4
					Dear Chairman Bugg and Commissioners: Thank you for ecopyring that 135 through Audin is one of the most congusted modeley segments in the State of Texas. As this seriously outsided nodeleys in the control of the second of the	See Comment #8
					of Austin, Inc.	
					2000 to Cook bed (building 1, build 10) The control of the cook bed (building 1, build 10) The control of the	
1694	John Hurley	2/7/2023	Email	General support	faining in of you know you have been exposed to aurone eithoring COVID-10 grouptoms. If you are unable to attend closing, passes contact your exceed team to arrange a remote during option. Costs as accounted with a remote closing option will be passed through to the party respecting same. Please know that we appreciately our bousiness. CONFECE/THIS email and any attachment many contain proprietary, confidential, or privileged information of Heritage Tribe Company of Justin, Inc. and/or its clients. Any confidentially or privilege is not waited or lost because this email has been sent to you in error. If you are not the method recipient, you are the hereby notified that you have received this email in error.	
					and that any review, disdocure, dissonare, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone delete this email, and destroy all copies and any attachments. Thank you for your consideration.	
1695	John Kiene	3/5/2023	VOH	Unrelated Comment	Do you warms know the number one thinst you can do for safetr in this ob/77? Soo Austin's war on coost!! Fire them well.	Direkted Comment
					Defunding the potice leads to two morals. All these clovers on the city Council wonder why Austin is at the trighest homicide, vehicle and pedistrian death rate on record, it is because they defunded the potice. Where are the potice on the highways and on the remark? There are to many people driving careful there are on much most rage, and indexions in Austin. Littlists are thereinly killing people because of their war on the potice!!! Why???? You all are subout safety? makin?doubling our potice from should be upon printyll it in reducing in the speak mine. Cupreducing the state of their potice in the speak mine. Cupreducing the state potice in the speak mine. Cupreducing the state potice.	
1896	John Kilfoyle			Do not widen/no build		Sau Comment #5
					Math/25/Tragen Margar Tramps Design. Transport of the Sept. Transport Design. Transport of the Sept. Transport Design. Transport growther Sept. Sep	
				Latent/Induced Demand Public Transit /	Studies have shown that expansion of highways does little to stop traffic and congestion and just encourages more people to use the highways-registing the usefulness of the expansion. A robust or even present train, traffey, or subvey-like the kinnd in a handful of major American crises (NYC, Chicage, Boston, San Francisco) and in most crises outside our car-bound country-record totally	See Comment #18 See Comment #13
				Multimodal Transportation	Andout or even present tram, hoting, or submay-like the kind in a handful of migit American crisis (NYC, Chicago, Baston, San Fransacci) and in most crisis excised our car-bound country-record stassly change the fixed of my ploated by Server. There can be more reconsensed curses Justin and funded be assess for large to present the body of the good for the write of femocial means or urge to those a country framework. The can be assessed to the server of the server of the femocial means or urge to those a country framework of the server of the femocial means or urge to those a country of the femocial means or urge to those a country of the femocial means or urge to those a country of the femocial means or urge to those a country of the femocial means or urge to those a country of the femocial means or urge to those a country of the femocial means or urge to those a country of the femocial means or urge to those a country of the femocial means or urge to those a country of the femocial means or urge to those a country of the femocial means or urge to those a country of the femocial means or urge to those a country of the femocial means or urge to those a country of the femocial means or urge to those a country of the femocial means or urge to those a country of the femocial means or urge to those a country of the femocial means or urge to those a country of the femocial means or urge to the femocial means or urge to the femocial means or urge to the country of the femocial means or urge to the femocial means or urge to the femocial means or urge to the femocial means or urge to the femocial means or urge to the femocial means or urge to the femocial means or urge to the femocial means or urge to the femocial means or urge to the femocial means or urge to the femocial means or urge to the femocial means or urge to the femocial means or urge to the femocial means or urge to the femocial means or urge to the femocial means or urge to the femocial means or urge to the femocial means or urge to the femocial means or ur	
				Racial justice	Austin is a heavily reclined city and having transportation with minimal barriers could help prevent the heavily divided east and west and north and south from their separation. With the ease of entry to public transportation more businesses can be frequented by people from all over the metro area.	See Comment #3
1697	JOHN KOONZ	2/23/2023	Email	Do not widen/no build	Mr hoot hoot,	See Comment #5
					The solution to the problem is less car dependency, NOT adding more lanes for more cars.	
				Do not widen/no build	Mobility55 Program Manager Tommy Azrego, To the commissioners:	See Comment #5
					The control of the co	
					IT ILOOT's stated goal is reducing traffic, as they claim, they absolutely should not expand 135. This is a boundaggle of the highest order - it is unnecessary and will only execurbate the problems it claims to solve. Thank you for your consideration.	
ID	Commenter Name	Date Received	Source	Topic	Comnet	Reponés
1698	John Laycock	3/6/2023	Email		1) The expansion is unrecessary. Although staffs on 135 is server, it has been constant for the past twenty years. In 2000, there were 200,000 crossing per day. Although Ts.COT predicted than that this number would crosses in 300,000 four 2000, it is in fact all the same supportantially 300,000. This is do not part to increased bridge quouply selender—135 and 130 have bestime distinct consisting of the Colorado River as Audite has addited growth. A growth recessar and the consistency of the Colorado River as Audite has addited growth. A growth recessar and 150 have been depended an	See Comment #18
					number would increase to 300,000 but 2000, it is in list still this sear-approximately 200,000. This is do not perfor to receive bridge opposity elements—152 and 150 how to be an additional covering of the Coloran fiber was Audition beautiful grown. It grown to receive any office of the Search S	
				Latent/Induced Demand	date as gave now 2000 to 2000 and of ring gave from 2000 to 2000 and of ring gave from 2000 to 2000 and of rings of receivable from the date of rings of rin	
					3) or early, requireming 3-30 with news a major ensemble committed on focal shifted in Action A reach hour, major roads make 1-35, 16th Arport Blob, 13th Sarbet, and This shired are three with cars getting ento 1-35. That's with 200,000 cars per day. Adding another 100,000 cars on 1-35 will food these streets with even more briefit. These streets cannot be expanded, even if we wanted to, so they will just be choked with greatly more briefit, inflicting outling but misery on Austria's bibliogained drivers.	

The control of the co							
March						Loser variance orang amo commencements: Think you for your support to address 195 through Austin in a comprehensive manner. I have lived in Austin for nearly 12 years now, and 195 has gotten exponentially worse as the city's population continues to skyrocket. This stretch of highway is authorized branches on the 195 worse the for fortific renealed on and fortune in the other 195 through Austin is required.	SAN CONTRIBUTE 40
Total	1699	John	2/16/2023	MyCapEx Website -	General support	The interview of the LSS Capital Express Central design as proposed by TLOCT. Thank you for your dedication to servinit the citizens of Tessas.	
Part		Lewis	.,.,	Comment Form			
Part							
Part	1700	John Makis	1/31/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outsined readway is often called the Main Street of Texas, all Texas should call for bold and decisive action to transform this critical stretch of infrastructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
Part						Accordings, rain writing group to express my company support for the 1-55 Culprial Express Central design as proposed by TRUUT. I mank you for consumation or this nequest.	
Part	1701	John More				Mahitridi Rosson Marada Tamar Rosso	
Part	2102	ALL Maje				I have writing today to contribute to the state and local dialog registring TXDD's proposed plan to greatly expand i-35 within Austin by seizing property through imminent domain and adding more lance. I want to make clear that so a local austin resident logosion TXDD's plan. Then has to be a another very that will provide a batter long terms solution. I lead in Houston and the Katy freeway expansion is a parfect example of non traffic congestion will remain after lance expansion. If we	See Control of See Co
Part					Do not widen/no build	had a significant lane expansion outside of town, that might be a different story, but we are taking about 135 as it runs directly through town and right over town lake. Highway expansions often fail to provide the long term benefit they seek. I expect TxDDT, Austin City Council, and other representatives to stand up for me. Please	
Part					Reroute to 130	don't let; this fall on deaf ears. Thank you. Diverting East to make 130 a major thoroughfare intensiste would allow us to beautify and enhance what makes our city so loved. I don't want to be forced to take local trips on a monatorsity of an intensiste	See comment #3
Part Part						through the middle of town.	
Part Part					Air Quality/Noise	Several years from now congestion will be just as bad, but the footprint of gray concrete in the middle of Austin will be loud, ugly, and polluting near the river. We need more green space in our most precious	See Comment #34
Part						articles men controllers, with the project in the attribute basis, more gray weapween, were claims and automatic town and taking the opportunity to remake 1-35 as a local, green, sustainable thoroughfairs is searchy the kind of big brain articlety that could be a conceil in a generation transformational reviser that becomes an advised township for either blanks of the project of	
Part							
Part	1702	John Nikolaou			Do not widen/no build	Mobility55 Program Manager Tommy Abrego, I am a resident of Austin.	See Comment #5
Part						1.0PPOSE TxXDT's plans for L35 and 1.0PPOSE expansion. 1.0 years of construction for just a few years of congession relief is NOT worth it. I don't want to use an intenstate highway for my local trips.	
Part						1 expect 7xCOT, Austin City Council, and other representatives to stand up for me.	
Part							
Part							
March Marc					Reroute to 130		See comment #3
March Marc					Latent/Induced Demand	TADOT's process in this project is filewed: It ignores induced Demand, construction impacts, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is filewed. Highway expansions DONT work. They worsen congestion (as we saw with the Kuly Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #18
Part Part							
Part	1703	John O'Gormen			Public Transit / Multimodal	Mobility35 Program Manager Tommy Abrego, Expanding 35 without any investment in local transit options is screey short sighted at best and the product of absolute corruption at worst. We needed to improve/diversify transit options in the city of Austin a generation ago and now we are	See Communit #13
Part Part					Transportation	pozzerg it or nor yet income generation. This copy is counting at the seams due to the head-in-the-saind decision making of the past. We know our modaless, why would we repeat them? There are so many other options for us that don't kick off ENDLESS CONSTRUCTION Best,	
The column Column							
The column Column					Latent/Induced Demand	Building more laises has been shown time and time again to just induce demand and not actually improve transit outcomes. This is a weater of time, a weater of public money, and shows a complete lack of new of Aurelia	See Commant #18
The state of the s							
Part	1704	John Parson	3/7/2023	MyCapEx Website - Comment Form	General Support	Continue with your plan. Widen I-35. If Austin cannot prove they can pay for the caps, don't use caps. Pay no head to the enterin leftwing requirers in Austin.	See Comment #S
Accordance Company C		9					
Accordance Company C	1705	John R. Clarke	Societa		Do not widen/no build	Mr TxCOT TxCOT, As a resident of the very area that will be most impacted by the TXCOT plan to expand i-SS, I strongly object to its effects. These include increased air- and noise-pollution, disinoentivizing people who bike or walk in this area, and more harmful	See Commant #5
Accordance Company C						Tran-or or percentain products. I strongly support moving i-So. it is a product or the internation speam, registy criticated by intelligent accritions and city parameters for its destruction of the unique characters of cities across the U.S. I have seen it deviatate neighborhoods in cities I have lived in , including Pftsburgh, New Haven, and now-Austini	
In the control of the							No Comment 815
A company of the comp							
And the second control of the second control						First, let me say that I am very impressed with the schematic design for this extremely complex and, to some extent, controversial project. There is a lot of good here and, for the most part, the interests of	
And the second control of the second control						the various users have been well-balanced. Clearly, however, there are some areas that need improvement, as would be expected at the schematic design phase. As a member of St. George's Episcopal Church and, especially, St. George's Episcopal School. Although I am on the Church Vestry	harm has developed additional options, which have been discussed with 5°. Georgis' leadenable, but there are design and environmental constraints associated with each.
And the second control of the second control						and have withered or meetings with 1500T on this project, I do not represent 9.2 Georgies in Church and School and the following comments are more above. The church has an average Sunday attendance of 60-70 and has been growing since COVID restrictions have ended and the school currently has 117 families. The church meets on Sunday with various groups meeting several other evenings. The church has an average Sunday attendance of 60-70 and has been growing since COVID restrictions have ended and the school currently has 117 families. The church meets on Sunday with various groups meeting several other evenings.	
And the second control of the second control						and another 117 arriving and leaving in the evening, post staff. St. George's Church and School are bounded on three sides by 155. Creatwood, and Ardenwood. The primary entrained to St. George's Church and School are accessed from Ardenwood. At least 3/4 of the school parents drop off	
And the second control of the second control						and pick up on Archamood and all of the school staff park on the Archamood side. The main issue I have with the design is the difficulty created for persons leaving the church and school and headed northbound on I-SS. The Mod 3 preferred alternative eliminates the intersection of Archamood and the I-SS frontage road.	
And the second control of the second control						Without access to the bypass lane (which currently exists from Arderwood), there are now only a few routes to the northbound lanes of 135, none of them convenient. Following are the possible routes i identified from the church's main parking lot on Arderwood:	
Comment of the commen	1706	John		Small	Ardenwood	Luthret to Familiation and office	
Comment of the commen		Rickard	3/3/2023	Lines			
Mail 1 and all foliar of story of project control cont		Rickard	3/3/2023	Cimi		significantly due to the traffic on Arport Blind, especially during the bours the school parents are dropping off and pricing up students. This will werean significantly as Mastler and East Austin continue to develop. 2. Drive to Lullwood and certifure to 38 1/2 Street via Majalewood Ave, a narrow street with parallel parking on both sides and an elementary school. This route is already problematic due to the narrowness of Majalewood and especially when students are entiring and leaving Majalewood Exemptary.	
223/2023 found former acquest facilities company as year, see, personal per		Rickard	3/3/2023	Crist.		septiments for the text file on Apport this, operating during the texts is alread as early as already as placed in the text and in a septiment of the appointment of	
1372 Date 1 Date 2 Date 1 Date 1 Date 2 Date		Rickard	3/3/2023	J. S.		septiments for the harding on Apport this is, expectably during the hours in all social parameters are displaying of all only playing as durines. This has it weren supplicating as Markin and East Application of Section 1. 2. Destination of the section is \$2.1.2.2 the set of basic parameters destination. Are a removement production in the section and the section of the section o	
223/2023 found former acquest facilities company as year, see, personal per		Rickard	3/3/2023			spifficantly find to the facility on Propriet Biology of the Section of Section and the design of the Section of Section	
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	1706 1710 1711	Altrin Schrictfar	2/23/2023 2/7/2023 3/7/2023 3/1/2023	Ernat Ernat Ernat Front Screen Front MyCaste Webste	General support General support Florende to 130 Regional Connectivity Ob and window has book Community Alternation Cogn, Once Plasses	After the Section of International Controllance of the Controllanc	See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #4 See Comment #4 See Comment #4
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ID	Commenter Name	Date Received	Source	Topic	Commet	Responses
1713	Johnathan Cheung	3/6/2023	Email	Community alternatives	Instead, we should look towards alternatives based around community like Reconnect Austin or RelTrink35.	Sax Comment #4
					The dry of Austin is vibrant and should be easily towersed through methods like valeing and biring. The dry of Austin is vibrant and should be easily towersed through methods like valeing and biring. The dry of Austin instead of buildozing them for "better traffic". We have an opportunity to blaze a different path in Texas, away from a car-dependent infrastructure and towards a community-based structures of travel.	
1714	Johnna Thompson	1/31/2023	MyCapEx Website -	Regional Connectivity	Please create a commuter train between San Antonio and Ausdin! Due to work, I live in Austin and my spouse lives in SA, so we drive the extremely congested and dangerous highway between the two. A train	See comment #1
			Comment Form		would be such an improvement.	
					Tags year you heappened. Though nor control, we no commercial make the design of the control of	Sec Comment #S
					construction does much better at managing CCS and keeping costs under control. Just look at the cost overruns via change orders for Mopac. HDRMBLET They should never hiere been approved since a knowledgeable construction manager would have included them in contract. Those CO's were supposedly due to underground conditions. Well, imagine dealing with huge turnel under ISSI is too expensive anyway, BUT with likelihood of CO's for more money, will end up with HUGE	
1715	Johnny Bode	2/28/2023	Email	Do not widen/no build	cost and tax burden for Austinities. Please do not go there! As for east/west arteries, they are sufficient as is. I appliand the renovations and restorations east of downtown. Creating public spaces with elevabed parks that no one will use, does NOT make series. We are blessed with Lady Bird lake and traits and parks. Downtown Phoenix did not have any, so their above-tunnel areas are widely used, they provided a much needed public benefit. In Austin, none needed; we have great parks,	
					trains, public amenthiss, and waterways. Thank Cod. I also was marketing VP for 4 years for an A/E firm that reliabled such expensive and ill-managed projects. As I learned from lising/working in so many cities with accelerated growth, huge public construction projects are totally lobbied and supported by construction companies and architects and engineers for the \$\$3\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$ they wint to make.	
1716	Johnny He	2/8/2023	Email	General support		See Comment #8
2120	Zamyne	2/0/2023	Liai	ORITHE SUPPLIES	Date Chairman Bugg and Commissioners: Thesis you for recognizing that I 35 through Audin is one of the most congested markey segments in the State of Toxas. As this seriously additiond markey is often coaled be Made Town of Toxas, at Toxas, as the seriously additional markey is often coaled by the Made Town of Toxas, at Toxas is south or and the Toxas of Toxas, at Toxas is south or and the Toxas of Toxas, at Toxas is south or and the Toxas of Toxas, at Toxas is south or and the Toxas of Toxas	
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often	See Comment #8
					Date Channel begg and Commissioners. This can be for excepting flash in 15 for the plant is not to agreed and share registered in the first of Time. As it is a first of the source of the plant is not to the plant of the plant	
					WRITE FRALD WARNING: Due to increased risk of that by were fiscal, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them so fisuautient. Presse call your closing Issum to confirm the Wire Instructions before wiring, your finds.	
1717	Johnny Villarreal	2/8/2023	Email	General support	Present with your terms as both as possion to accord strong creasy. Inside you. Covid-12x Frendinge Intel Company response your contraring rgmy-creamer on water a make. Associated on agree required to enter a member of covid-12x Frendinge Intel Company response your coverage on water on make. Associated on green required to enter a member of covid-12x Frendinge Intel Company response your coverage on water on water on water of make. Make a make to green required to enter a make. Associated on make the covid-12x Frendinge Intelligence	
1717	Johnny Villarreal	2/8/2023	Email	General support	email and any attachments may contain proprietary, confidential, or privileged information of Hentlage Tife Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in	
					error, please notify the sender immediately by reply or by delete this email, and destroy all copies and any attachments. Thank you for your consideration.	
1718	John's Gmail Acct	2/7/2023	Email	General support	Dear Chairman Bugg and Commissionens: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often	See Comment #8
					Date Chimman Bugg and Commissioners. Their you'by recognising that is \$5 through Audin is one of the most congound modeus programs in the State of Touca. As this services positionis modern you will be considered model by the control of the State of Touca, the thin services are considered model by the control of the services are considered model by the services are considered model by the services are considered from the servi	
					request. John P Bruce Sent from my (Phone	
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readways of the control texas of t	See Comment #8
					See Channel Beginnel Commissioners. This per lot receptions (bit 1.5 Strough Audies in our of the most congrame stressly general modes) and permit in the State of Years. As in secretary distribution and the state of Years. As in secretary distribution and the state of Years. As in secretary distribution and the state of Years. As in secretary distribution and the state of Years. As in secretary distribution and the state of Years. As in secretary distribution and the state of Years. As in secretary distribution and the state of Years. As in secretary distribution and the state of Years. As in secretary distribution and the state of Years. As in secretary distribution and the state of Years. As in secretary distribution and the State of Years. As in secretary distribution and the State of Years. As in secretary distribution and the State of Years. As in secretary distribution and the State of Years. As in secretary distribution and the State of Years. As in secretary distribution and the State of Years. As in secretary distribution and the State of Years. As in secretary distribution and the State of Years. As in secretary distribution and the State of Years. As in secretary distribution and the State of Years. As in secretary distribution and the State of Years. As in secretary distribution and the Years of Years of Years. As in secretary distribution and the Years of Years o	
					fauut, Neirlags Title Company must send were instructions by encrypted e-mail only. Our Wire Instructions DO IOT CHANGE is consider any communication to change them as fraudulent. Please cell your choising learn to centifirm the Wire instructions before writing your funds. Please was your funds as soon as possible to sweld funding clearly. These is, you. COVID-12: Mentalge fill Company respects you containing right/desire to water a made. Makes are no longer received to water as inviting company you to wear a mark is, you have it of the received to sweld were funded in project to water and inviting covid to water and inviting covid to water and inviting covid to a second covid your desire. Also and only the project is a second only of the project of the project is a second on the project in the project of the project is a second only of the project in the project is a second on the project in the project is a second on the project in the project is a second on the project in the project is a second on the project in the project is a second on the project in the project is a second on the project in the project is a second on the project in the project is a second on the project in the project is a second on the project in the project is a second on the project in the project is a second on the project in the project in the project is a second on the project in the project in the project is a second on the project in the project in the project is a second on the project in the project in the project is a second on the project in the project	
1719		2/7/2023		General support	enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VIST OUR OFFICES if you are feeling it or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend dosing, please contact your escrew team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we appreciate your business.	
1/19	Joleen Nelson	2/1/2023	Email	General support	are adding placed, and agreed and proposed of the control of the c	
					is you make the control of the time in the control of the control	
						San Comment #8
					Our Chairmen Bugg and Commissioners: Them you for recipiting filed 155 through Audin is one of the most congessed madesy segments in the State of Teas. As this services yielded modeley is other control of the Chairmen State of the State of Teas. As this services yielded modeley is a service of the control of the Chairmen State of the State of Teas. As this services is never the second of the State of Teas. As this services is never the second of the State of Teas. As this services is never the second of the State of Teas. As this services is never the second of the seco	Sec Comment #9
1720	Jon Eckert	2/7/2023	Email	General support	ACTICE: This electronic mail message and any fises transmitted with it are intended exclusively for the individual or entity to which it is addressed. The message, together with any attachment, may contain confidential and/or privileged information. Any unsubtrized relevant, use, orinner, severe, copying or disclosure distribution is straight profiled. If you have received this message in error, clease immediately	
					advise the sender by reply email and delate all copies.	
1721	Jon Flowers		MyCapEx Website - Comment Form	Bury/tunnel	The recently announced "preferred alternative" continues to be a giant step backward in the development of modern transportation for our state captuit. The days of major highways being built and expanded through the middle of cities should be left in the past where they belong the only touly acceptable alternative is completely buying any existing lanes that are needed, or rerouting major traffic around the	Sus Cutrement #25
					city. We cannot secrifice lands, buildings, businesses, and jobs to ever more usaless pavement for ever-increasing traffic; we need a real, sustainable alternative	
				Reroute to 130	The aboveground portion of 35 should be, at most, a boulevand; replacing 35 with fully underground tunnels or a reroute around the city would cost more in the short run but would result in massive benefits	See comment #3
					in the long run that would make it more than worth it.	
1722	Jon Gabriel	2/8/2023	MyCapEx Website - Comment Form	Caps/Deck Plazas	Please include some funding – including matching funds – for cap & stitch. A 60+ foot hole in the ground for the buried lanes is an ejestore.	See Comment #42
			Comment Form			
1723	Jon Heining	200,000	VOH	Do not widen/no build	The current solution adopted by TXDOT for downtown 135 is an absolute trainesty, Increasing the width and volume of traffic passing through the heart of downtown Austin is ineccusable. Offering the option of adding lanes underground, only to switch to a traditional expansion of 135 is unethical.	See Correct#5
				Business/residential displacement	Destroying all the businesses recossary for the expansion is inresponsible.	Sai Commant #21
				Reroute to 130	"translated" traffic, especially truck and bus traffic, should be sent to 130-that was how that project was sold in the first place.	See correnal #3
				Public Transit / Multimodal Transcortation	Alternative transit plans for downtown Austin should be explored, such as buses and trains. More roads will not make this problem batter.	See Comment #13
1724	Jon Huibregtse	3/7/2023	Email	Do not widen/no build	We factor factor, I appear as parts expected 155 through Austin. This will not improve the quality of life for anybody who love in Austin. Adding larnes is not a solution to the problem and it will further damage this city, it is time to face the fact that 135 should now have for any before the fact that 135 should now have for any face of the damage of the city registrostocs, and encourage safe waiting and topicing alternatives. Thank	Sau Correant #5
					never have gone through the heart of Austin in the first place. Please consider innovative and productive solutions that decrease pollution, returnly rather than dealiny neighborhoods, and encourage sale waiting and troycong atternatives. Thank you.	
1725	Jon Roberts			Do not widen/no build	Mr ThOOT THOOT, Expanding L95 is only going to make Austin's traffic worse, and the existing plans don't adequately provide for transportation options beyond personal vehicles. But, don't just faten to me, please fully study the alternatives to highway expansion!	See Comment #5
				Bath Year	Walking, bixing, and public transit are much more appropriate for a city conter - these methods are more efficient for the people who actually like here, less dangeroux, and cuose less pollution and health	Sai Comment #13
				Public Transit / Multimodal Transportation	remanage worming, were process, were much more appropriate for a city center – trade misotods are more emporate for the pacific with actually the here, look dangerous, and cluste look position and health problems.	June (ALTERNATION A ALTERNATION
				Reroute to 130	The best solution in my opinion is to replace the section of 135 running through Austin with a mised-use boolevand, and servote the highway to outside the city limits where it belongs.	See comment #3
1726	Jonah Kisesi	3/7/2023	VOH	General Support	Anything that impresses the stator of 1.55 in disentense. Audition is should 20 years past due, and white no proposal will be perfect, I am glied pation in finally being taken. My concern is that these plane will be inde	See Comment #S
					management to owner men the projects and solicitied populations in 2246. There was stall to agridosic come that trans. 30, I am in support of this project, but not confident in how long it's benefits will list before we need to rethink it again. A heavier emphasis on mass transit would serve the city much better in the long run.	
1727	Jonah Welch	2/11/2023	MyCapEx Website - Comment Form	Business/residential displacement	As a long term resident of Asstin I do not support the expansion of I-35 north of 45th street. Please help preserve the businesses and housing along the highway up here -please help us as a city reduce car travel and introduce more sustainable methods of transportation. Thank you.	See Correlatt #25
1728	Jonathan Berry	2/25/2023 3/1/2023	VOH	Do not widen/no build General support	Please reconsider the i35 expansion. There are many alternatives that would be a better, less costly, and more efficient solutions.	Sui Comment #5
1729	Jonathan Dahm	3/1/2023	Email	General support	My wife and I support expending DS for whicular traffic. Almost all trips taken and miles towered in this area are done by automobile, not bright or on foot. 135 is in desperate need of expansion to accommodate these people. Please proceed with the expansion as quickly as possible. There's you.	See Comment #8
1790	Jonathan Durham	2/8/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Ausdin is one of the most congested read-way seatments in the Date of Texas. As this seriously outdated read-way is other	See Comment #8
					and Chemis Big and Commissions. This aper for recognizing fault 2.55 trough dusts in our of its most register dustion supports in the Stand of Films. As it is already adulted analyses and of its most of the standard of the	
1731	Jonathan Eby			Do not widen/no build		San Comment #5
1.32					Makinish Shapen Manager Commy shapes, "An in langing resolated or downset Audion, which sale have on the doe, I cose to be in domes and bake to ACC in east Audion. I know fromband how alreading 125 in in to current form. It is disagrous, isolating, and it marks a clear distinction between communities. Millioning it will be expensive and only make things excrea. "And "Andreamor, Marking it have known primary control, in only thing primary in the company of the communities." "Andreamor, Marking it have known primary control, in only thing primary in choose strategy lands in primary in the communities." "Andreamor, Marking it have known primary control, in only thing primary in choose strategy lands in primary in the community in the community of the communities." "Andreamor, Marking it have known primary control, in only thing primary in the communities." "Andreamor, Marking it have known primary control in only thing primary in the communities." "Andreamor, Marking it have known primary control in only thing primary in the communities." "Andreamor, Marking it have known primary control in only thing primary." "Andreamor, Marking it have known primary control in only thing primary in the communities." "Andreamor, Marking it have known primary control in the control in	
					Furthermore, widening the freeway won't improve traffic, the only thing proven to reduce traffic levels globally is congestion pricing.	
				Community alternatives	Institut, 1 third was should work towards reducing rating another Highway as an intension, tear down or cop ISS, turn that comidor into a boulevand again, and build branish alternatives to build capacity for people traveling from north to south.	San Comment #4
1732	Jonathan Ibers				ModellySS Program Manager Tommy Abrego, 1 strongly oppose the 1SS opposed on 1SS	Sau Commant #5
				Do not widen/no build	As it valueds, it is impossible for me to get anywhere in Audin without a cur. In most cases, I'm required to take 135 as well, since I live in east Audin. Even for short trips or occasions where I can be slower, I'm still required to drive. With no public transis assistability, all of Austin is foread onto the highway, causing major traffic and dramatically increasing the likelihood of collisions.	

Annual Command Company Annual Company Annual Command Company Annual	See Comment #13 Final Part of Sea Approximation As has been enhanced an incomplete and the sea Approximation Appr
And straight of the common straight of the co	The change of boarding the real service, separating the law conviction of the control of the con
1736 Aureland Sergeon 1738 Aureland Sergeon 1739 Aureland Sergeon 1739 Aureland Sergeon 1739 Aureland Sergeon 1739 Aureland Sergeon 1739 Aureland Sergeon 1739 Aureland Sergeon 1739 Aureland Sergeon 1739 Aureland Sergeon 1739 Aureland Sergeon 1739 Aureland Sergeon 1739 Aureland Sergeon 1730 Aureland Sergeon 1730 Aureland Sergeon 1730 Aureland Sergeon	Face of 155 experience. As has been enhanced an executive description for excision for electrical processing an executive of security descriptions. As has been enhanced on construction of the beautiful of electrical processing as not a tong term solution to under solution. Face Comment #15 Face Co
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Description Description	and inhabited areas could be a smaller extract. The present proposal is shortagefued. See Comment #25 Learn A wide, beard first bodgered most be an assessmen exportably for more development downtown (in 80m) worry -ell your Brend at the proposal. Riving short in a purificit example. The same a stead that somed simple family families now
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	has regard to this community of more enhanced furnee as welf as welfay. 355 already divides the audit contractly and this would make it. See Communit #5 Internal to Regard houses to flow if well public as none bigger positions.
Latert/Induced Demand The phenomenon of Induced Demand is well documented and tells us that adding more laines to a cor It is not worth years of construction and millions of dollars for a project that will probably not even help	add freely will only nonsear orgadion because the additional larea will induce additional driving. See Comment #25
Public Trained / Multimodal If we are serious about improving trained, good quality public trained is the best thing we can do. I you	
Transportation	
puts the community first and puts thru traffic second. Downtown Austin should not have to bear the br	See Comment 64 See Comment 64 See Comment 64 See Comment 64 See Comment 64 See Comment 64 See Comment 64 See Comment 64 See Comment 64 See Comment 64 See Comment 64 See Comment 64 See Comment 64 See Comment 64
	This are applicated. If the in such Audits and If this is expecting a feweray through the model of the city. See Comment #15
Business/residential displacement Finds, the appealson will result in nighthcard disruptions to focal businesses and residents, as well as and quality of file for those who live and sorts in the area.	the two explaned from the state Audit or will this expending a breasy. They did not the common of \$30 to the state of \$10 to t
Latent/induced Densend Automatis, the expansion will not write underlying problems of suffic congression, as studies have Project.)	As a section can't beganat traveler in the areas, I believe that this project will have numerous regions impacts on the community and deve travegorisdion solutions that will be uniform the community and the environment. There is you for pour consideration.
	As a resident and frequent frequent frequent in the areas, I believe that this project will have numerous regions impacts on the community and site to branch production includers that will be found this only the construction parent. This will be of the derivative decoration of the construction parent. This will be of the derivated economic activity. See Comment 4.5 See Comment 4.21
Public Transit / Installed of explanding 5-55, we should be investing in alternative modes of transportations such as public Markeworld by all donormoulds constituted and habitate begangement on ordering from the con-	As a secilent and the spurt trouver in the area, but from that this priest will have numerous segates impacts on the commont part of the commont p
	As a secilent and the spurt trouver in the area, but from that this priest will have numerous segates impacts on the commont part of the commont p
27-65 Andrew Ring Do not wider, including To Region Manager Terring Rings Terring Rings To let wider, including The Rings Rings Terring Rings To let wider, facility only white Intill, including Terring Rings Rings To let will be rings Terring Rings Rings Rings Rings To let will be rings Rings Rings Rings Rings Rings To let will be rings Rings Rings Rings Rings Rings Rings Rings Rings Rings Rings Rings Rings To let will be rings Rings	As a resolute and frequent towards in the same, I before that this priest will have numerous register impacts on the commont of all and t

1	1	i		nicoute to 190	I support redesignating another highway such as SH-130 as an intenstate to save I-35 for traffic in and around austin not intenstate traffic	See comment #3
1746	Jordan McGee	1/10/2023	MvCapEx Website -	Burnturnel		See Comment 425
2140	Journ House	2/20/2023	Comment Form	Sury curren	They would become extremely valuable if we pursued the highway vision championed by Reconnect Austin, which calls for burying and capping the highway and building an urban boulevard on too, Linder this scenarior, the highway would become narrower because the frontage roads would no longer be necessary (because properties could access on to the boulevard). The absence of frontage roads would pield a tremendous amount of new develocable land.	The Control of the Co
1747	Inntan MrGee	3/7/2023	Email	Bury/tunnel		See Commant #25
		4,7,222			MobilitySS Program Manager Tommy Alrego, Lam avaidant of Austin Highland Maighborhood. (2009005 North-Local 198 and 1,000005 managers)	
					When the control or values, registrate registrations, and the control of the cont	
					Highway openiors DONT work. They worken congistion (six we saw with the Kary Freeway), air noise and water pollution, safety, and transportation options beyond driving, 10 years of contraction for just a few years of con	
					registria granuscuscus de la constitución de para en esta constitución de la constitución de para en esta constitución de la constitución de para en esta constitución de la constitución de para en esta constitución de la c	
					Eden't want to use an intensiate highway for my local trips. Leoper ThOOT, Austin City Council, and other representatives to stand up for me.	
1748	Jordan Miller	6,00,0024	MyCapEx Website -	Latent/Induced Demand	Expanding 1-35 is not an effective improvement without a parallel public transit option. As Houston's Katy Freeway clearly demonstrates, additional traffic lanes only lead to Induced Demand.	See Comment #18
			Comment Form	Regional connectivity	As a frequent traveler between San Antonio, Austin, and Dallas, I would absolutely be in fevor of paying a reasonable fee to ride long-distance public transit, reclaiming time lost to driving, reducing wear on my concent vehicle, reducing traffic and reducing steess.	See comment #1
					MobilityS Program Manager Tommy Abrego, Helifo	See Comment #4
1749	Jordan Randolph	3/7/2023	Email	Community Alternatives	Hallo My name is zordan Randdigh and I am a student at ACC Hightand. I OPPOSE of the 135 expansion. I have to use ride share apps to get around to work and school and rides are already very expensive in part because drivers need to pay toll fees. I do not want to ride on the highway just to get 15 minutes to work. I AM FOR the Rebirk 55 proposal of nedesigning another highway as a public transit first project or a boulevant.	
					Our Claims high part IDOT Commissions. This is the part of the pa	See Commant #S
					should call for bold and ductive action to transform this critical stratch of infestructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State. Modern, efficient and reliable infestructure is a leaf festivable for processing and experience, readerment in consensus action state.	
1750	Jordan Robinson	2/9/2023	Email	General support	Accordingly, on behalf of the Round Rook Chamber and its 800+ member base, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by Tx001. Thank you for your consideration of this request.	
1751	Jordan	3/7/2023	Email	Parks	Mobilit-55 Program Manager Tommy Abreato.	See Commant #150
21.5%	Schemerhorn	.,.,.			MARKADES Program Marage Temmy States; Temporal Program Marage Temmy States; Temporal Program Marage Temmy States; Temporal Program Marage Temporal Program Markades and harder to recognize or opposition to the plant. This is a come yeard of Audits and harder in interruption for up to a decade for highery experience in such as pairs and a delinement to the city. I strongly support improved public transportation our anything involving RSSS. As an Auton resident for four year, I take the light rail where I can and woold greatly support experience of that network included. **Part of the Company of the Company States** **Part of th	
					, пру портиг при поставления поставления в	
ID	Commenter Name	Date Received	Source	Topic	Comment	Regionals
1752	Jordan Smith	3/2/2023	Email	Do not widen/no build	Mr ThOOT THOOT, Dear ThOOT,	See Comment #S
					Date 10CUT. Please consider note achieves sharehouse before expending 155. The element congestion on 155 would only normal and exception and sharehouse and demand for the road. Trucks should deture developed before deposition for people living in Austion age to where the previous process to have careful process. The second process are sharehoused by the second process and the second process are second process and the second process are second process and the second process and the second process are second process and the second process and the second process are sec	
					Austin to gist to where they need to go without having to use cain/highways. It's very hard for people waking/taking/using public trained to gist East, West around 35 and more laines will only add to that. We need options that focus on getting people where they need to go, not vehicles! Thanks for your fine!	
					THE PROPERTY OF THE PROPERTY O	
1753	Jordyn Middlebrooks			Do not widen/no build	MobilitySS Program Manager Tommy Atrego, 1 00902E Tubers plans for 155 and 109902E expansion. Studies have proven that expansion of reads results in congession.	See Comment 45
					1.0PPOSE TuDor's plans for I-SS and I 0PPOSE expansion. Studies have proven that expansion of roads results in congestion.	
				Business/residential displacement	This project will displace 107 homes in businesses putting folks in the community at greater risk of becoming unhoused, or having to take out large loans to meet their basic needs.	See Comment #21
			-	Public Transit / Multimodal	The same amount of investment in public transit could disstically resolve congestion by promoting accessibility and increasing schedules for busies, light raits, and availability of e-bikes & bike rentals.	See Comment #13
				Transportation		
			-	Community Alternatives	I support the Rethink 35 proposal, redesignating another highway such as \$4100 as an interstate, a boulevard going through town, a public transit-first project, etc.	See Comment #4
1754	lyro	1/31/2023	MyCapEx Website -	Regional Connectivity	T aejoy avoiding (35 form San Antonio to Ausein by using the Antrak. I'd do so more often if not for the 3 hour trip. I recently used via transport to commute to work after a car accident. The bus drivers have to	No comment #1
		,,,,,,,,,	Comment Form		endure traffic and came close to multiple collisions in my use. Commuter rail could circumsent those risks. We are running out of real state to build roads. Plenty of space underground for a subwey.	
					Cover mension	See Comment #21
					My name is longe Remises, owner of Specialty Motors of Austin at 1101 Clermost Ave. I vant to start off by getting to the point and saying how this project will disastically harm every aspect of our small facinity owner business and life. My wife,	
					along with repfering, of the American deval have to start all over again. As inspecially, we work hard everylar to put food on the table, that include shared you found there to start all over again. As inspecially, we work hard everylar to put food on the table, that include shared you for the sha	
					And arranged the second of figurating Motion of Audion at 1151 Common Aus. I must to start of the gainst give the gainst give the gainst give the gainst and saying flow their propriet will districtly have now appeal and an arrand family among the second of the gainst give the gainst gi	
1755	Jorge Ramirez	3/7/2023	Email	Business/residential displacement	set from point distinction), the later in shall be the point of the po	
					that may kelp in the researchme but what about after that? I hope yalt can sincerely reach deep down into your hearts and put yourself in our shoes. Once aske the wide ver for ver time.	
					The anti-order of the special properties of	See Comment #21
					in a year. I never thought that at \$5 years old, I, along with my family, would have to start all over again. As hispanics, we work hard everyday to put food on the table, that includes Monday through Saturday, 9 to 754. We have is this business and this comic location that has brought nothing but the definition of the American drawn. It will all be gone soon, My Sample amendment and many and the second on this business nationary descent on this business of the American of the American drawn.	
1756	Jorge Ramirez	3/7/2023	VOH	Business/residential displacement	at work in the business as sole owners. We have seven employees that help us clean, do maintanance, and conduct sales. They also will severally be affected as well as the families they maintain they maintain. We can also mentous the families that will directly be affected file mechanics and also installing small businesses we also all of our lobs too. They depend on us to feet their families. Resociation in such a short amount of time, especially have in the during the control of t	
					Influx of many people to the city has raised rent/hasse prices dramatically. We have no where to go. These pasts five weeks have cost, us trips to the hooping is as we sent well in health and having our business get taken away for a simple expansion have closed enrotional damage throughout model. And, and bids. The proceed and people resident the decisions focus on their own abonds, but where are we left? We want to a formity we have have	
					considering selling our lovely house as that may help in the mean time but what about after that? I hope y'all can sincerely reach deep	
1757	Inse Corner			Do not widen/no build	Mobility S Program Manager Transport Alexans	See Comment #5
21.57				and the state of t	ABOUT STANGED before the region transport tran	
					currently. This also causes accidents as well because a people won't let other people merge onto the highway. I also don't want to use an interstable highway for my local triple. In was a power use, as a people won't let other people merge onto the highway is also don't want to use an interstable highway for my local triple. In was a power use, and this large and come highway or offered flags and with a power of the people won't be a power of the people won't b	
					The first figure of the control of t	
				Latent/Induced Demand	It is always congested and adding a few more lanes worst solve the issue. I think yall should look at re-routing traffic through 5H:130 or 71 and 183. I towel to Houston for work and I have driven on Katy feeseway when I arm there. It does get congested despite the many kinets that I has Highway expansions do not always work as we want them to.	See Comment #18
					presency where i sent there, it does get, conglided delegible the many laines that it has. Highway expansions do not always work as we want them to.	
				Bike/ped safety	Not only do I drive to work, I also bike to work sometimes. I would like to see more safe route options.	See Comment #30
1758	Jose Rea	3/7/2023	Email	Public Transit /	MachingS Program Manager Tomery Arrago, It is better to get people off the cars. Having alternative's to transport will reduce congestion not expanding the intensiate. There is planty of space for cars just give the people alternatives and you'll see the results. Thank you	See Comment #13
				Multimodal Transportation	It is better to get people off the cars. Having alternatives to transport will reduce congestion not expanding the intenstate. There is planty of space for cars just give the people alternatives and you'd see the results. Thank you	
1759	Joseph Breu	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	We need more commuter rail in Yeals.	See commant #1
			Comment Form			
1760	Joseph Kugler	3/7/2023	MyCapEx Website -	Air Quality/Noise	My family lives next to 1-35 and already suffers health impacts from the air quality. The plans for air quality should be improved and better monitored on a full suite supported by respiratory science. Air	See Comment #34;
			Comment Form		My family lives next to 3.5 and already suffers health impacts from the air quality, The plans for air quality should be improved and better monitored on a full sales supposed by respiratory science. Air quality should be monitored curring air admit construction. Notice as also airea by except better. The most except air discussion from the past decader. The highesy should be bound officially to Apropt this disn drose walls and supposition be planted to further reduce	
					holds. Finally, we are among many young families here in Cherrywood. The salety of our kids getting across 1.55 at crossings and along sidewalks schoold be prioritized so that it is no longer a hazard each time we try to cross at 6.52nd or E.53 1/2. Capping and minimizing widewards through to Arport this is no inicial for the health and sufley of our neighborhood.	
					by to cross at E 32nd or E 38 1/2. Capping and minimizing widening through to Airport Rd is critical for the health and safety of our neighborhood.	
1761	Joseph Hamas	1/17/2023	Email	General support	Dear Chairman Burat and Commissioners: Thank you for recognizing that I-35 through Augin is one of the most congested markets were recognized to this seriously and interest markets in the Plant of Tiese. As this seriously and interest markets in other	See Comment 48
2.02		4/4//4043	Lines	William Support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Audit in a one of the most completed neadway segments in the State of Texas, As this serviced youtdated madeway is often coaled be fished Street of Texas, as I manual should use of the section be served on the service of the section between the section of the service services are serviced in the section and the services of the section between the section and the section between the section and	
					— — — — — — — — — — — — — — — — — — —	
				Convert support		See Comment &C
1762	Joseph Moore	2/7/2023	Email	General support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 155 through Audin is one of the most congested modewy segments in the State of Texas. At this seriously outsided modewy in other coaled by the Mail Street of Texas, at Texas instruction and the coaled and occurs with control that and occurs when the infrastructure into a modewy that at a commodate that he report and immense grows are were experiencing in our great States. Accordingly, in arrificiation by two species or proposite appoint of the request. Extending of the request. Extending of the request. Extending of the request. Extending of the request. Extending of the request. Extending of the request. Extending of the request. Extending of the request. Extending of the request. Extending of the request. Extending of the request. Extending of the request. Extending of the request. Extending of the request. Extending of the request in the request of the request. Extending of the request in the second of the request. Extending of the request in the request of the request. Extending of the request in the request of the request. Extending of the request in the request of the request. Extending of the request in the request of the request. Extending of the request in the request in the request of the request. Extending of the request in the request of the request. Extending of the request in the request of the request in the request of the request in the request of the request in the request of the request in the request of the request in the request of the request in the request of the request in the request of the request in the request of the request in the request of the request in the request of the request in the request of the request in the request of the request in the request of the request in the request of the request in the request of the request in the request of the request in the request of the request in the request in the request of the request in the request in the request in the request in the request in the request in the re	See Comment #S
					Accordingly, I am writing collay to expirate support for the I-So Capital Expirate Central design as proposed by TuDOT. Thank you for your consideration of this request. Sent from Mail for Windows	
1763	Joseph Panzarelia				Mobility/SS Program Manager Tommy Abrego, 1 kindly request that you remove all support for the 135 highway expansion, and please put our valuable resources towards more sustainable, inclusive and diverse mobility options, 10 years of construction for just a few years of conspicution relief	See Comment 45
				Do not widen/no build	I kind by equant that you remove all support for the 135 highway expansion, and please put our valuable resources towards more sustainable, inclusive and diverse mobility options. 10 years of construction for just a few years of congestion relief is NOT worth it. Please to bold, Towa leaders, Let's thirk of transit solutions that don't involve the same influstructure we've been building since the 1940s.	
	1				Please be boot, brieve leaders. Let's threk of transit solutions that don't involve the same infrastructure we've been building since the 1940s.	

				Multimodal Transportation	The cry of Austin does not need more highway lanes, and should focus or BRT options, connected bile networks, and extended from times. I don't sent to use an intended highway for tout trips when in the city.	Sectionne(#20
				Bike/ped safety	Smilling, we must exit to present future polarising foliare deaths and expanding largeway will not do that. A substantial relation in mad deaths in ToOT's exity loops to achieve its "float to Zern" plan by 2005. Providing other choices of "susportation reduct relation relates exities relate invokes (MIS), prevent crashes, set more effectively enhance sading for non-our seen of The resid.	See Comment ASD
1764	Joseph Rojas			Do not widert/no build	Classified Segment Recognition from Processing Conference of the C	See Comment 48
				Public Transit / Multimodal Transportation	Ruther, I would encourage the use of these resources for a public transit first project.	See Comment #13
				Reroute to 130	Other options could be redesignating another highway such as SH-130 as an intenstate or a boulevaird going through town.	See commant #3
				Later#/induced Demand	Companies in the proper in figure that agreement process to be companied to the proper process of the proper in figure and process of the proper process of the proper process of the proc	Sea Comment of 23
1765	Joseph Tullis	3/7/2023	Email	Air Quality/Noise	SabbilityS Program Manager Tromy shreps. Your industrialization is getting out of hand and you've ruining our environment as well. Stop of	See Comment 834
1768	Joseph Voss	3/8/2023	Email	Do not widen/no build	Math (25 Argues Manager Transp. Form). Early, a few part of the form of transportation have become much more correct, in the meant tree ToOT has done title to accommodate them and have differ counted diagnose, conflicts become more than the counter of the count	See Commercia's
1767	Josh Allen	1/12/2023	Email	General support	Due Chairman bagg and Commissioners: Think you for recognising that is 50 months Audin is one of the most congound readway segments in the State of Team. As this seriously soldised readway is often coaled by Main School (Fellow, 4T Team should call for this section in the State of Team. As the seriously that all accommission than regular oil minimum growth was an experiencing in our great State. Accordingly, it are refulfillably to express my complain support for the 155 Staylist Depress Center divergi as proposed by TGOT. These you for your consideration of this section of the sectio	See Comment #S
1768	Josh Hostetler			Do not wider/no build	Making St. Program Manager Temps Afrager. Suppose the Respired Temps Afrager. Suppose the Respired on Temps Afrager. Suppose the Respired on Temps Afrager. All for I ment to be shock in griddow. Fire modify arroged that if you do this project, I'll have to write in and complain again about the investable expension project as soon as this one fails to accomplain be good of reducing traffic.	Set Connect 65
				Business/residential displacement Regional connectivity	This project will not help Auditries but will only buildone the horses and businesses of Austrabas. Instanced of adding more laines to a a highway in the middle of a city, we should be building high-speed rail between major crises and encouraging people to drive around the city with a bippass.	See Comment #21 See comment #2
ID	Commenter Name	Date Received	Source	Topic	mouse or aboring more same, to a a 'naymay in the imitotic or a city, we ancoord excitating right-speed assistance major creates and encouraging people to other accuration or city with a tripleas. Comment	ONE CONTRACT # 2. Responses
					Such 15 Court forward control. The system of the appropriate control of the appropriate	
1769	Josh Mocarle 6			Multi-rodul barrigantistion	Such 15 Capatil Express Control, 18 St Squared Express Control, and Exhaustorinate Inspirate Statement 18 St Squared Express Control, and Exhaustorinate Inspirate Statement 18 St Squared Express Control, and Exhaustorinate Inspirate Statement 18 St Squared Express 18 Squared Express 18 Squared Express 18 Squared Exhaustorinate Inspirate Statement 18 Squared Exhaustorinate Inspirate Statement 18 Squared Exhaustorinate Inspirate 18 Squared Exhaustorinate 18	See Comment #20
					Data 15 Copied Expose Control. See S. Seguel Expose Control. And Theoremental Impact Software 18.5 Seguel Expose Control. And Theoremental Impact Software 18.5 Seguel Expose Control. And Theoremental Impact Software 18.5 Seguel Expose Control. And Theoremental Impact Software 18.5 Seguel Expose Control. 18.5 Seguel Expose Contr	See Comment #20

					Dear 15 Cuprist Express Central, but Environmental Impact Statement. This 30 Copylot Express Central, but Environmental Impact Statement. This you for the selectionative work over the last seward years at the Tiesas Expertment of Transportation to adopt a safe systems approach and seriously work toward the Road to Zeno goal of custing failful deaths in half by 2035 and to zero	See Commant #20
					Theses, but for the transformative work over the last several years at the Texas Department of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero goal of cutting traffic deaths in half by 2005 and to zero Theses, but the Texas Department of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero goal of cutting traffic deaths in half by 2005 and to zero	
					by 2050. Orabins are measurably more important than congestion and cost the people of the Austin region more – using National Safety Ocurcil costs of creatives methodology to compare to Texas ABM Transportation institute congestion methodology. The Texas Transportation Commission Minute Order 115451 directs TAOCT Austin to "work toward the goal of reducing the number of deaths on Texas readways by half by the year 2035 and to zero by the year 2050. The Commission	
					The Tess Transportation Commission Minute Order 115481 directs ThOOT Austin to "veri toward the goal of reducing the number of deaths on Tesss readings by half by the year 2005 and to zono by the year 2005. The Commission Assignment of the number of deaths on Tesss readings by half by the year 2005 and to zono by the year 2005. The Commission assignment of the number of the consumers of the disposition and internal tests and the property of the consumers of the disposition and internal death disposition and internal death disposition and internal commission to replace the support of the consumers of the consumers of the disposition and internal disposition and in	
l l					acknowledges a majority of motor vehicle crashes can be prevented, thereby reducing statisties. It is further ordered that the divisions and districts of the department shall develop and implement strategies required to reduce the number of deaths on Tease readways by half by the year 2005 and to zero by the year 2005."	
					Lam concerned that the "Draft Environmental Impact Statement does not include meaningful analysis that could help optimize the project toward this specific Pload to Zero goal. While reaching zero traffic deaths by 2050 will require massive shifts in individual behavior and technology, ensuring that this project is on target to meet the 2035 goal to out deaths in half is completely deable and within TuODT's greatp, based upon the design of the facility and various choices that would	
					result from unarnitypously having this goal as the top purpose and need of this project. No corricct should move forward without an association we concentation that the project will require the float to Zero soal to cut twiff clearths in half by 2035. Thank you for all that TaDOT is doing and will do in the further development of this and the concentration that the project will require the float to Zero soal to cut twiff clearths in half by 2035. Thank you for all that TaDOT is doing and will do in the further development of this and the concentration that the project will require the project will require the project will require the project will require the project will require the project will require the project will require the project will require the project will require the project will require the project will require the pro	
					reported souther further destination of the second	
]						
1770	Josh Lowe	2/8/2023	Email	General support	Date Chairman Bugg and Commissioners. Think you for recognizing that 1.55 through Audin is one of the most congested neadway segments in the State of Teaus. As this seriously outstand condensy is often coaled by Nead Development of Teaus, at Teaus is short of the State of Teaus. As this seriously outstand condensy is often coaled by Nead Development of Teaus, at Teaus is short of the State of Teaus. As the seriously outstand condensy is often coaled by Nead Development of Teaus, at Teaus is short of Teaus. As Teaus is short of Teaus at Teaus is short of Teaus at Teaus is short of Teaus at Teaus is short of Teaus at Teaus is short of Teaus at Teaus is short of Teaus at Teaus is short of Teaus at Teaus is short of Teaus at Teaus is short of Teaus at T	See Comment 48
					cases for Man Some on 1 state, as is express smooth control to the control of the	
					His My name is Josh Malory I'm just a concerned obtain of Trains County, I called before but one of my last comments on the draft EIS is the ambiguity concerning the nontrolled managed lanes which are essentially HOV lanes but at the same time in certain studies and parts of the draft EIS were considered the BRT lanes. I think flut's disringenzous because there is currently no funding allocated for BRT infrastructure along the corridor. Although	See Comment #13
				Public Transit /	that might remain a procibility but still CanMaton and nechang over Justin Transit Partnership have not identified funding for CanMaton only currently may III shuttle lines and frankly three not identified to three different meetings in second with	
				Multimodal Transportation	Captivers is not adequate to accurately consider these BFT laines. Secondly, in some of the studies associated with the dust ESC, the nontribler managed Laines were considered BFT laines. In addition to the fact that BFT infrastructure is not included in the blase design, and no consideration has happened; and consideration has happened with Captivers or Associated himself branching. And their, just — the fact that these were considered BFT laines designed by the control of the state of the sta	
					the community. It is not comparatively is not a creative feasible alternative. Thanks	
1					Commission of the commissional plant or comm	DAN LOTTERINE #D
			Voi		translate 35 (1.35) through trips stopy - 1 feel like this would bridge a tet of information gaps in the draft ES and particular when you've looking at the greenhouse gas study because the reason we did tell if the vehicle miles traveled matches up with condition the braffer data connection in the draft ES drates connected in the study of th	
1771	Josh		CR .		Secondly there's this off quote statistic that \$2% of traffic is local but it is undear where that cores from. And hopefully it doesn't come from the study published in 2014 by the Texas Transportation institute that said besically because of the	
]	matry		mai I	Do Not Widen/No Build	which is the way expended with the control forms about the motivation and an expended of the control forms and the motivation and the control forms and the motivation and the control forms and the c	
					absentive would adequately considered with along with the proposal to refer the date on the central Texas Tumpile System and 16 feet like coupled with the new build alternative that the reterement of that date would be a	
					adequately been considered, and I feel like opening up a free alternative to 1-95 could more properly meet the purpose and need of the project and it hasn't been adequately considered. Thank you	
			L			
			1 [Community Alternatives	N, my series is Josh Makey, concerned Austin town, or, serry, Taxins County Resident. Less in my correnets, was actually variated to the comment number 27 of the accepting missial round from March 2020. The response to that Thereica Goods, the shady from the Towas Transportation institute that very resident of the content of the comment number 27 of the accepting missial round from March 2020. The response to that Thereica Goods, the shady from the Towas Transportation institute that were install shad that it should not be dead and was work residuals. Also, it was work residuals along, considered within the build alternative and retrievement of the	Sau Connent #4
					debt of the Central Teas Tumpike system anyway. Anyway, this report that was also ched, this side of the hybrid approach, which none of none of the design features on the I 35, Central, Teas, or, sony, Capital Express Central really meets - anyway. That's my last comment for the right. Thanks. Bye	
——			MyCapEx Website -		Dasi Chairman Burd and Commissioners	Sec Comment #8
			Comment Form		Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is eventure for	
1772	Josh Miksch	2/26/2023		General support	improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the N35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Yesis	
2112	JOSH MIRSON	2/20/2023		онны варухи		
ID ID	Commenter Name	Date Received	Source	Topic	Comment	Responses
1773	Josh Popkin	3/7/2023	McConFy Website	Do not widen/no build	Law strength represents to the expension. Countless studies show highway expension does not decrease repetation. We should be more forward thinking in terms of the emicroment and needed notification.	Sin Common 45
2113	Julii Popian	3)1/2023	Comment Form	DO HAL WARRY HO DANG	I am strongly opposed to the expansion. Courtless studies store highway expansion does not decrease congestion. We should be more forward thinking in terms of the environment and papelis's preferences public treating for temporation staff or thinking responsible that the properties of the staff of the preference properties of the staff of the preference properties of the staff of the properties of the propert	June Controller 9-3
					Furthermore, phasise reconsister the use of a portion of the Arn and Ney Sulfer Hise and Bike trial as a staging area. My hamby and I use that trial every week, It's beautiful and a part of what makes austin so special, a true and pleaseful side of nations in a large metro area.	
1774	Josh Rudow	3/6/2023	Email	Bike/ped safety	Hello. My name is Josh Rudow, and I am a resident of the Mueller neighborhood in Austin. I strongly hope that TXDOT puts more of a focus on pediatrian and bloycle improvements in the 1:35 redesign	See Comment #30
					afficiently for greater crossings to help help the i-35 scar that has divided our community. There is too much of a focus on cars, and I don't think we need a 20-lane intensistate on a rapidly warming planet. Please reconsider the current planet. Thank	
					you. James	
					Janih Radous, (Rt. D.	
1775	losh Silverstein				Mobility55 Program Manager Tommy Abrego, Laim writing to excesses any ecospision to the current Texas Department of Transportation (FuDDT) claim for the expansion of Intentione 35 (I-35). As a concerned citizen. I believe that this claim posses several significant problems that could have	See Comment #5
					negative consequences for our community.	
					The proposed expansion would also cause severe disruption to the surrounding neighborhoods and businesses during construction, and the added traffic could lead to increased air and noise pollution, neighborhoods public health in conclusion, I very go no consider here occurred and to businesses during construction of 1.55. We need to see closed lead to increased air and noise pollution, neighborhoods and businesses during construction of 1.55. We need to see closed lead to increased air and noise pollution, neighborhoods and congression effectively, and minimize the content to the congression effectively, and minimize the content to congression effectively, and minimize the content to congression effectively, and minimize the content to congression effectively, and minimize the content to congression effectively, and minimize the content to congression effectively, and minimize the content to congression effectively, and minimize the content to congression effectively.	
				Do not widen/no build	In conclusion, I urge you to consider these concerns and to take a closer look at the current ToOT plan for the expansion of I.55. We need to prioritize alternative transportation options, address the issue of congestion effectively, and minimize the impact on the environment and boal communities. Let's work together to develop a more sustainable and equitable solution for our transportation needs. Thank you for your administration to this matter.	
					Sincerely	
]						
			1	Latent/Induced Demand	First and foremost, the current plan does not adequately address the issue of congestion on 135. Instead, it focuses on adding more lanes to the highway, which research has shown only excertables traffic congestion in the long run.	See Comment #18
1					congestion in the long run.	
1					Moreover, the plan does not consider the impact on public transportation and alternative modes of transportation. We need to encourage and prioritiza the use of public transportation and active	
				Public Transit / Multimodal	transportation modes, such as cycling and walking, to reduce our carbon footprint and promote healthy lifestyles, Unfortunately, the current 1-35 plan does not address these issues, and instead, reinforces	Sax Correset #13
				Transportation	car dependency.	
				Air quality/noise	Furthermore, I am concerned about the potential environmental damage that could result from this expansion project. The expansion could impact sensitive ecological areas and widdle habitats, and could increase the risk of flooting in the surrounding areas. We need to prioritize environmental sustainability in all our infrastructure projects, and this current plan falls short in that regard.	See Comment #34
					Increase the risk of flooding in the surrounding areas. We need to prioritize environmental sustainability in all our infestructure projects, and this current plan falls short in that regard.	
				Rusiness/resistential disclarement		See Decreased 871
1776	Josh Warner	2/16/2023	Email		I love this tea house. Please reconsider the project.	Sae Contraint #21
			MyCapEx Website - Comment Form		One 15th desired register than gives to be appeared to the gives to be appeared to the gives to be appeared to the gives to be appeared to the gives to be appeared to the gives to be appeared to the gives to be appeared to the gives to be appeared to the gives to be appeared to the gives to be appeared to the gives the gives to the gives to the gives to the gives to the gives the gives to the gives th	See Comment #5
					knocking down businesses and residents for another highway estension. You people have done this again and again, buildoing through our one park, your oversized trucks and norming your highways right through our oity. Please invest.	
					This money in things that will benefit Austin. This is not a benefit. Review, we are asking you, OD NOT EXLID THIS. It is not worth it and there will be political resmitisations of you do this. I know a lot of people who will stand up and say that this is retired for you of the beta does not not receive the deep does not add intiger more people who will feel find indices effects. The Review be the change and the people who will feel find indices effects. Review be the change and the people who will feel find indices effects. The Review be the change and the people who will feel find indices effects. The Review be the change and the people who will feel find indices effects and the people who will feel find indices effects. The Review be the change and the people who will feel find indices effects and the people who will feel find indices effects. The review is not an indices the people who will feel find indices effects and the people who will feel find indices effects and the people who will feel find indices effects and the people who will feel find indices effects. The people who will feel find indices effects and the people who will feel find indices effects and the people who will feel find indices effects. The people who will feel find indices effects and the people who will feel find indices effects and the people who will feel find indices effects and the people who will feel find indices effects and the people who will feel find indices effects and the people who will feel find indices effects and the people who will feel find indices effects and the people who will feel find indices effects and the people who will feel feel feel feel feel feel feel f	
				Do not widen/no build	kill this project. We are asking you to build a Bodeword with desperately needed mixed use housing, with transit this will actually lift the economy of Austin, decrease expensive housing prices, help the environment, help fix inequality and allow accords to the Settle Prices. This extension is bad for Austin and we are a second to to the Settle Prices. This extension is bad for Austin and we are a second to the Settle Prices. This extension is bad for Austin and we are a second to the Settle Prices. This extension is bad for Austin and we are a second to the Settle Prices. This extension is bad for Austin and we are a second to the Settle Prices. This extension is bad for Austin and we are a second to the Settle Prices.	
1					Fisers a concerned Critism.	
1777	loshua					
			 	Do Not Widen/No Build	Cars kills so many people. They have killed our loved ones, while America has one of the worst motor vehicle fatality rate of any major country. Your ugly pickup trucks kills people all because you people don't	See Contrast #5
]					want to build transit that will help people get around this city.	
]			[
				Air Quality/Noise	The environment and climate change are something that will kills millions if not already. Car emissions are one thing that will undoubtedly increase if you build this stupid extension	See Comment #34
				Business/residential displacement	You are actively killing off the economy of austin by allowing people to move out of the city, into the suburbs and destroying bosinesies to build this highway.	See Comment #21
1778	Joshua	1/4/2023	MyCapEx Website	Do Not Widen/No Build	Lan commenting on the dwit ES for Cipnial Express Central in fevor of alternative 2. Alternative 2 has direct connectors between 15.200 and SS, easing communities for residents of Maxino, which is only 25% white. Authorizely plannisher 33 kills of continuous fronting man in many more settles are heard to get in for instance unless alternative 3, each for the TS through plann where 1 wash desentation from the north you would have to get off at 25% white and the man and would have been plannished 3 kills of the continuous formation and the continuous formation	See Commant #S
	Aaron Blumen		Comment Form		15% white. Additionally alternative 'Stake's directification frontage reads means many cross streets are heard to get to. For instances under alternative 3,1 on eff or 12th street (mean where it work downtown) from the north you would have to get off as 37th street, and from the south would have to get or other Classification. Under Alternative 3, to would get off from the north you would put off from the north you would not have to get or other Alternative 3, to eff for 12th street (mean where it work downtown) from the north you would put off from the north you would put off from the north you would not not put off the north you would not not put off the north you would not not not not not not not not not not	
	kopf				and the light of Clear Chairs and the light of Clear Chairs (Light of Chairs). The light of Clear Chairs (Light of Chairs) and the light of Clear Chairs (Light of Chairs).	
1779	Joshua Berntsen	3/7/2023	Email	Community Alternatives	Mobility.55 Program Manager Tommy Abrego, Highway expansions are always an expensive failure. Projects like TuOO's proposed plan for I-35 take years to complete only to end up worsering the traffic it was meant to solve. Soon after there will be calls to expand it even further. There are	Sec Comment #4
					plenty often ways in which highway expansions decrease quality of fife. Audion has the opportunity to stop and third about innovating or the current two stores to store, soon are not call to depth of the only fife the property of the current two stores most in stores contained to store, soon are most or store with or call to depth of the only fifther. These also property of the current two stores are not call to depth of the only fifther these are not call to store the current two stores most in stores contained to store the current two stores most in the current two stores most in the current two stores are not call to depth of the only fifther these are not call to store the current two stores most interest to store the current two stores most in	
					planty other ways in which highway expansions discrease quality of Ife. Audin has the opportunity to stop and trink about innovating new solutions for transportation. Sheally, Audin could reap the benefits of transitioning away from car centered exestrates—nore lated available for development, cleaner at to transit, amore connected populate, happer demans who havent spent half the day in traffic. Audin centred do this above though, so in the maintening is support the NaTrinc 35 proposal that is selds in proper lateful in selecting the most benefitial and infilliant outcomes for our proposal that is selds in proper lateful in selecting the most benefitial and infilliant outcomes for our selections.	

1785	Juhus Pelman			Community Alternatives Remote to 1300 Wester Quality	Hazer State Program Manager Internal Program Control and Control and Associated State Control and Assoc	See Connect #3 See Connect #3 See Connect #3
					terrible das this turnel is and come up with a bittle exhibitor to prote our review and the water excuse this is the nearwe are and all two terre-Please even to extra excession or exercise and an advantage of the extra excession of the excession of the extra excession of the extra excession of the	
					more position and lower water quanty in the Potential windy Mark is requisited to expect the property of the p	
					Chee Duration to Mark as deplication or processing any function or control or comparing from the control or comparing from the control of the control of the Chee Duration State (Chee Duration State	See Comment #8
					LuSatie	
1781	Joshua Green	2/7/2023	Email	General support	A more differentiation data that ALL processings prepared data, pleases duck been as the process of the process	
					sense introcutive authors a prior permissed. We make seein procussions to minimate the non-contention procure virtues, but we across you to carry out your can virtue checks on any assectment to this message, we carried accept intensity for any loss or damage coussed by software virtues. This includes communication may be confidential and may be subject to the attempt-client privilege. If you are the intended recipient and you do not wish to receive similar abstraction from its intended recipient privilege. If you are the intended recipient and you do not wish to receive similar abstraction from its intended in this communication may be confidential and may be subject to the attempt-client privilege. If you are the intended recipient and you do not wish to receive similar abstraction.	
1782	Joshua Harper	1/31/2023	MyCapEx Website -	Regional Connectivity	Raincads are the future and San Antonio is incredibly behind. We need public transit and a rail service would be much help people who cain't afford cars.	See comment #1
			Comment Form			
1783	Joshua Kincheloe	414,000	MyCapEx Website - Comment Form		The control (S) control control registers (specified to produce and produce an	See comment #3
			Comment Form	Reroute to 130	accommonates the way perion x aims to obtained or Assert, so why among these imps got among three imps got and control of the control of the current SH150 control of the current SH150 control of the current SH150 control of the current SH150 control of the current SH150 control of the current SH150 control of the current SH150 control of the current SH150 control of the ship control of the ship control of the ship control of the current SH150 control of the current SH150 control of the ship control of	
				Air Quality/Noise	This a 16-year old Audin resident and have struggled with severe air pollution sensitivity my entire life. An expanded CSS would truly worsen my quality of life, along with thousands of others in this oily with sensite hashift conditions. ToO'D is setting to it "gleenease" this project do not contribute be any improvement on this register, and any claim that it does no inhich ToO'D has stated it in miserformed, restrictionally missions, and outling failure. The not won profit to it. Any other misers of the contribution o	See Corrent #34
					intentionally malicious, and outright untrue. There is no way to make a 20-lane urban freeway environmentally friendly unless it is torn down entirely.	
1784	Joshua Meiners	506900	VOH	Do not widen/no build	This plan is invasive and does nothing to address the true issues with 135.	See Comment #5
				Latent/Induced Demand	Widering the read is a costly and temporary solution that will only premote continued traffic congestion – just look at what you've done in Katy, TX. When you make a container bigger, with time, that container will fill.	See Comment #18
ID	Commenter Name	Date Received	Source	Topic	Connect	Magories (
ID.	Commenter Name	Date Received	Source	Topic Regional connectivity	Comment One of a war of an A EXPRINATION SO DOES you could move a marginal amount of money, comparationly, to find ent or meas treat that convexts Dates is San Advance. The secolal allowage the need for many whose or format is some of SSA to the only option.	Reponses Sea connect #1
1D	Commenter Name	Date Received	Source		who are forced to travel on 05 as their only option.	
1D 1785	Commenter Name	Date Received	Source	Topic Regional connectivity Do not widen/no build Multimodal transportation	who as for segarate algorithm 1554 of the only option. We are segarate apparatus analogistic. We are segarate apparatus analogistic. Only one of the only one of the only operature and money dental to before public transportations, below, scorers, publishers and offer makes of transport that are more consistent with the fours already of	Reconnect #1 See Comment #5 See Comment #5 See Comment #5 See Comment #5
1785	Commenter Name Joshua Morgan	Date Received	Source	Do not wider/no build	who are forced to travel on 05 as their only option.	See Connect #5
1785 1786	Commenter Name Joshua Morgan Joshua Peters	Date Received		Do not widen/no build Multimodal transportation	who as for the Special on DSS is the only option. We are agented expension shappline. We are agented expension shappline. See the agent of the only of the agent of the age	See Connect #5
		Date Received 3/1/2023	VOH MyCapEx Website - Comment Form	Do not widen/no build Multimodal transportation	who as for segarate algorithm 1554 of the only option. We are segarate apparatus analogistic. We are segarate apparatus analogistic. Only one of the only one of the only operature and money dental to before public transportations, below, scorers, publishers and offer makes of transport that are more consistent with the fours already of	See Connect 45 See Connect 450
		Date Received		Do not widen/no build Multimodal transportation	who as from the toward on 15% in the only option. We are a garner apparent apparent an important One of the apparent and the property of the agency of the apparent and the property of the agency of the apparent and the property of the agency of the apparent and the property of the agency of the apparent and apparent and apparent	See Connect 45 See Connect 450
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		Date Received		Do not widen/no build Multimodal transportation	who as from the toward on 15% in the only option. We are a garner apparent apparent an important One of the apparent and the property of the agency of the apparent and the property of the agency of the apparent and the property of the agency of the apparent and the property of the agency of the apparent and apparent and app	See Connect 45 See Connect 450
		Data Received 3/7/2023		Do not wider, no build Multimodel Parapportion Business/residential deplacement	who as from the toward on 15% in the only option. We are a garner apparent apparent an important One of the apparent and the property of the agency of the apparent and the property of the agency of the apparent and the property of the agency of the apparent and the property of the agency of the apparent and apparent and app	See Connect 45 See Connect 450
		Outo Nazarieri 3/7/2023		Do not wider, no build Multimodel Parapportion Business/residential deplacement	who as for the Stand on DS is the only option. We are against operation obligation. Capped is failth from the fail or appeared and making such is before public transportation, billing, scotters, poblishing and other mobile of transport that are more consistent with the future density of exaction is warrier and other appears to the saleding we will perform commenced selfer. Earth Makes. The stating or weet is an exposure of 15.5%, an eart over information as type people and of an extra consciption errors as. The supposed will also selfer the selfer of the sale of the selfer of the	See Connect 45 See Connect 450
1786	Jodysa Peters	Outo Necessed		Do not wider, no build Multimodel Parapportion Business/residential deplacement	who as from the toward on 15% in the only option. We are a garner apparent apparent an important One of the apparent and the property of the agency of the apparent and the property of the agency of the apparent and the property of the agency of the apparent and the property of the agency of the apparent and apparent and app	See Connect 45 See Connect 450
1786	Jodysa Peters	Outo Necessed		On not widen, no build Multimodel transportation Business, residential displacement Do not widen, no build	who as formed species on Stage Base of Stage State on program. We are a sparsed apparent and program of the species and encounty should be their public transportation, being, sceners, palestines and other mobile of transport that are more consistent with the found showing of watch to be the public transportation, being, sceners, palestines and other mobile of transport that are more consistent with the found showing of watch to be the public to the species of the sp	See Connect #5 See Connect #5 See Connect #5 See Connect #5
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1786	Jodysa Peters	Outo Newtonel 3/1/2023		Do not widen, no build Multimodel transportation Baseway resolved displacement Cornet widen, no build Air quality	See a specific filter time, the representation of the following deptine. We are a specific filter time, the representation of the following filter to the representation of the representation of the representation of the representation of the following filter time deptines and other public transportation. Name, scenarios, polesticars and other representation of the following filter time deptines appropriate the season of the following filter time deptines appropriate the season of the following filter time deptines appropriate the season of the following filter time deptines and deptines and deptines and deptines and deptines and deptines and deptines and deptines and deptines and deptines and deptine time. The season of the season of	See Connect 45 See Connect 420 See Connect 421 See Connect 420 See Connect 420 See Connect 420 See Connect 420 See Connect 420 See Connect 420 See Connect 420 See Connect 420 See Connect 420
1786	Jodysa Peters	Onto Necessed 3/1/2023		Do ned widen, no build Multimodel transportation Multimodel transportation Business, residential displanament On ned widen, no build An equality Business, residential displanament On ned widen, no build	See a specific filter time, the representation of the following deptine. We are a specific filter time, the representation of the following filter to the representation of the representation of the representation of the representation of the following filter time deptines and other public transportation. Name, scenarios, polesticars and other representation of the following filter time deptines appropriate the season of the following filter time deptines appropriate the season of the following filter time deptines appropriate the season of the following filter time deptines and deptines and deptines and deptines and deptines and deptines and deptines and deptines and deptines and deptines and deptine time. The season of the season of	See Connect 45 See Connect 420 See Connect 421 See Connect 420 See Connect 420 See Connect 420 See Connect 420 See Connect 420 See Connect 420 See Connect 420 See Connect 420 See Connect 420
1786	Joshua Peters		MyCayda Website - Commert Form	Do not widen/no build Motionaled transportation Basiness/nosidertial displacement Do not widen/no build Are quality Busines/nosidertial displacement Pales transportation	See a specific filter time, the representation of the following deptine. We are a specific filter time, the representation of the following filter to the representation of the representation of the representation of the representation of the following filter time deptines and other public transportation. Name, scenarios, polesticars and other representation of the following filter time deptines appropriate the season of the following filter time deptines appropriate the season of the following filter time deptines appropriate the season of the following filter time deptines and deptines and deptines and deptines and deptines and deptines and deptines and deptines and deptines and deptines and deptine time. The season of the season of	See Connect #50 See Connect #5
1785 1787 1788	Joshua Peters Joshua Welde Joshua Welder	3/6/2023	MyCaste Website Commert Form Ernad	Do not widen/no build Mattended transportation Busenes/resolvettal displacement Do not widen/no build An quarity Busines/resolvettal displacement Do not widen/no build Do not widen/no build	The area against an allowed in State of the sequence and indicate product in the format and the sequence and indicate product in the sequence and indicate in the sequence and indicate product in the sequence and indicate in the sequence and indicate product in the sequence and indicate in the sequence and indicate in the sequence and indicate	See Connect 45 See Connect 425
1786	Joshua Peters		MyCayda Website - Commert Form	Do not widen/no build Motionaled transportation Basiness/nosidertial displacement Do not widen/no build Are quality Busines/nosidertial displacement Pales transportation	See a specific filter time, the representation of the following deptine. We are a specific filter time, the representation of the following filter to the representation of the representation of the representation of the representation of the following filter time deptines and other public transportation. Name, scenarios, polesticars and other representation of the following filter time deptines appropriate the season of the following filter time deptines appropriate the season of the following filter time deptines appropriate the season of the following filter time deptines and deptines and deptines and deptines and deptines and deptines and deptines and deptines and deptines and deptines and deptine time. The season of the season of	See Connect #50 See Connect #5
1785 1787 1788	Johns Web Johns	3/6/2023 1/15/2023	MyCagE - Website General Form Enail MyCagE - Website MyCagE - Website	Do not widen, no build Multimodel transportation Multimodel transportation Bulanness, residential displacement Do not widen, no build Air quality Bulannes, residential displacement Public harms / Multimodel Transportation Do not widen, no build Binary and multimodel Binary and multimode	who as for the Security and the sequence and place and expenses and ex	See Connect 45 See Connect 450 See Connect 450 See Connect 451 See Connect 451 See Connect 453 See Connect 453 See Connect 453 See Connect 453 See Connect 453 See Connect 453 See Connect 453 See Connect 453 See Connect 453
1785 1787 1788	Joshua Peters Joshua Welde Joshua Welder	3/6/2023	MyCaste Website Commert Form Ernad	Do not widen/no build Mattended transportation Busenes/resolvettal displacement Do not widen/no build An quarity Busines/resolvettal displacement Do not widen/no build Do not widen/no build	The area against an allowed in State of the sequence and indicate product in the format and the sequence and indicate product in the sequence and indicate in the sequence and indicate product in the sequence and indicate in the sequence and indicate product in the sequence and indicate in the sequence and indicate in the sequence and indicate	See Connect 45 See Connect 422 See Connect 423 See Connect 425 See Connect 425 See Connect 425 See Connect 425 See Connect 425 See Connect 425 See Connect 425 See Connect 425 See Connect 425 See Connect 425 See Connect 425
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1785 1787 1788	Johns Web Johns	3/6/2023 1/15/2023	MyCagE - Website General Form Enail MyCagE - Website MyCagE - Website	Do not widen, no build Multimodel transportation Multimodel transportation Bulanness, residential displacement Do not widen, no build Air quality Bulannes, residential displacement Public harms / Multimodel Transportation Do not widen, no build Binary and multimodel Binary and multimode	who as for the Security and the sequence and place and expenses and ex	See Connect 45 See Connect 450 See Connect 450 See Connect 451 See Connect 455
1786 1787 1789	Joseph Western Joseph Western	3/6/2023 1/15/2023	MyCagE - Website General Form Enail MyCagE - Website MyCagE - Website	Do not widen, no ballel Multimodel transportation Multimodel transportation Business, residential displacement Do not widen, no build Art quality Business, residential displacement Paleir Stransf / Multimodel Do not widen, no build On not widen, no build Do not widen, no build Do not widen, no build Do not widen, no build Do not widen, no build Do not widen, no build Do not widen, no build Do not widen, no build	One of Section of Sect	See Comment 45 See Comment 421 See Comment 422 See Comment 423
1786 1787 1789	Joseph Western Joseph Western	3/6/2023 1/15/2023	MyCagE - Website General Form Enail MyCagE - Website MyCagE - Website	Do not widen, no ballel Multimodel transportation Multimodel transportation Business, residential displacement Do not widen, no build Art quality Business, residential displacement Paleir Stransf / Multimodel Do not widen, no build On not widen, no build Do not widen, no build Do not widen, no build Do not widen, no build Do not widen, no build Do not widen, no build Do not widen, no build Do not widen, no build	The last filter generates and registration of 15% in their configuration. We are a spiriture department onling-time. On a proper in factor that was required to an empression and minoring factorists between profession to the properties of common and interest and other received of transport that are more commonant with their factorists of common and interest and makes appropriate their season and interest and makes and interest and makes and interest and makes and interest and makes and interest and makes and interest and makes and interest and makes and interest and makes and interest and makes and interest and makes and interest and makes and interest and makes and interest and makes and interest and makes and interest and makes and interest and makes	See Comment 45 See Comment 421 See Comment 422 See Comment 423
1786 1787 1789	Joseph Western Joseph Western	3/6/2023 1/15/2023	MyCagE - Website General Form Enail MyCagE - Website MyCagE - Website	Do ned widen, in a build Material of the engineeristics Bulannes, insolvential displacement Do ned widen, in a build Are quality Bulannes, insolvential displacement Are quality Bulannes, insolvential displacement Pales for brains of shall insolvential Do ned widen, in a build Do ned widen, in a build Do ned widen, in a build Bulannes, in a bulanness of the bulanness of	One of Section of Sect	See Comment 45 See Comment 422 See Comment 455
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1788 1787 1789 1799 1790	Janina Meters Janina Wester Janina Wester Janina Wester Janina Wester Janina Wester	3/6/2023 1/15/2023	OnCourte Website Commune Form Email MyCaugle Website MyCaugle Website MyCaugle Website Commune Form	Do not widen/no build Materials transportation Materials transportation Business, "residential displacement displacemen	We are a specific flower from the transport of the commence of	See Convent 45 See Co

					Day 18 Charl Ferror Charl	See Comment 45
					Dear 1-35 Capital Express Central, Cut Environmental Impact Statement The 1-35 Capital Express Central, Duth Environmental Impact Statement This control is the Company of the Company o	See Constant 82
					Thanks you for the transformation work construction in the last sevenal species at the Texas Department of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero goal of custing Yealfic deaths in half by 2005 and to zero by 2050. Crashes are measurably more important than conjection and cost the people of the Austin region more – using National Safety Council costs of costines methodology to compare to Texas ABM Transportation institute conjection	
					Hendisourage. The Teasa Transportation Commission Minute Order 115481 directs TubOff Austin to "work toward the goal of reducing the number of deaths on Teasa roadways by half by the year 2035 and to zero by the year 2050. The Commission	
					Including. The least Transportation Commission Mexico Code 114-65 cents ToOT Audition Year to toward the gast of reducing the number of audition of Teast scalescy by full 15 pp age 2025 and to zero by the year 2025. The Commission schools are proported in motive value of cents and toward and proported or motive value or cents can be prevented. There is no reduced that the chainess are all devices of the department and all and expect and the expect of the section for the toward part and expect and expect and all and expect and expect and the expect of the section for the toward part and expect	
1793	JP Manuell	3/7/2023	Email	Do not widen/no build	I am concerned that the Draft Environmental Impact Statement does not includer maningful analysis that could help optimise the project toward this specific Road to Zero goal. While reaching are traffic deaths by 2050 will require massive shifts in individual behavior and technology, ensuring that this project is not begat to make the 2005 goal to cond deaths in half is complishing double and within 1-2007's goals. Death upon the design of the facility and vasious choices that would be a service that the project is not begat to make the project is now the complishing that the project is now toget to make the 2005 goal to condition that is complishing double and within 1-2007's goals. Death upon the design of the facility and vasious choices that would not be a service of the project to the p	
1123	Jr Manual	3/1/2023	Email	DO INC. WIGHTO DURG	result from unarribigocouly having this goal as the top purpose and need of this project. No project should move forward without an reasonable exceptation that the project will require the Road to Zero goal to cut traffic deaths in half by 2055. Thank you for all that TSDOT is donn and will do in the further development of this and the project will require the Road to Zero goal to cut traffic deaths in half by 2055. Thank you for all that TSDOT is donn and will do in the further development of this and the project will require the Road to Zero goal to cut traffic deaths in half by 2055. Thank you for all that TSDOT is donn and will do in the further development of this and the Road to Zero goal to cut traffic deaths in half by 2055. Thank you for all that TSDOT is donn and will do in the further development of this arrival traffic death in half by 2055. Thank you for all that TSDOT is donn and will do in the further development of this arrival traffic death in half by 2055. Thank you for all that TSDOT is donn and will do in the further development of this arrival traffic death in half by 2055. Thank you for all that TSDOT is donn and will do in the further development of this arrival traffic death in half by 2055. Thank you for all that TSDOT is donn and will do in the further development of this arrival traffic death in half by 2055. Thank you for all the traffic death in half by 2055. Thank you for all the traffic death in half by 2055. Thank you for all the traffic death in half by 2055. Thank you for all the traffic death in half by 2055. Thank you for all the traffic death in half by 2055. Thank you for all the traffic death in half by 2055. Thank you for all the traffic death in half by 2055. Thank you for all the traffic death in half by 2055. Thank you for all the traffic death in half by 2055. Thank you for all the traffic death in half by 2055. Thank you for all the traffic death in half by 2055. Thank you for all the traffic death in half by 2055. Thank you for all the traffic death in half by 2055	
					project to and traffic deaths.	
1794	JP Mannell	3/7/2023	VOH	Do not widen/no build	DO NOT DO NOT DO THIST You are disstroying Texas. Stop It. More lanse does not help. This is not the way. Please.	See Comment #5
1795	JP Sulfivan	2/8/2023	MyCapEx Website -	General support	I support the 1-35 Expension. I am heavily in fevor of MAXMIZING cap & stitching, We have an opportunity to right the wrongs of the segregationary designs of the post and create a design, even if more	See Comment 48
			Comment Form		Export this 155 Equation. I am havely in force of SAXMACRISC cop. & strating. We have an opportunity to right the wrongs of the appropriatory design of the post and create a design, even if more expenses. But effects the oply-about is, but more improving where we will give in to in the next 50 years. We need to make the increasing vivestments in our infrastructure, and also understand the aesthetic, cubusal, and human impacts connecting the humber of or OTD, and opposing operating where years required in the cubus of or OTD, and opposing operating where the cubus of the cubus of or OTD, and opposing operating where the cubus of or OTD, and opposing on the properties of the cubus of or OTD, and opposing on the properties of the cubus of or OTD, and opposing or other properties of the second or other properties of the cubus of or other properties of the cubus of the cubus of other properties of the cubus	
1796	A Trujito	1/13/2023	Email	Managed lanes	1 Sevel on Mispac and see the benefits of the toll road. I avoid traveling on I-35 at all costs. I looked up deaths on the I-35 and was shocked at the stories/numbers. Thank you, IT IT Tripito Mannell Looke & Ritter	See Comment #305
					& Ritter	
					Dest Challenes Revel and Connectionness:	See Comment #8
					Once Common Bugg and Commonsorme. Any one of the most congenied readway segments in the Stars of Years. At this servicely audited readway is within called the Man Start of Years, all Towns should call for both and decisive action to broadless the start of the Man Start of Years, all Towns should call for both and decisive action to broadless the start of the Man Start of Years, all Towns should call for both and decisive action to broadless the start of the Man Start of Years, all Towns should call for both and decisive action to be called the start of Years and Years of Years and Years of Years and Years of Years and Years of Years and Years of Years and Years of Years and Years of Years and Years of Years and Years of Ye	
1797	Juan Arango	2/10/2023	Email	General support	actions to therefore this process or compared to the contraction of th	
1798	Juan Padilla Jr			East/West Connectivity	M* TADOT TADOT, I oppose expanding I-SS thru downtown.	See Comment #20
					1 oppose expanding (-55 thru downtown. The usine excrossing should be at least every 1/4 mile to remove the segregation that it created. If the usine excressing should be at least every 1/4 mile to remove the segregation that it created. If control want to have bound Austin on the international highway because it in trade, pleasand, will adult on	
				Lower Speed Limits	All non-high speed readways in Austin should be designed for 30 mph and be safe for all read users.	See Comment #305
				Air Quality/Noise	I strongly believe expansion will worsen traffic balause it will encourage additional cars & trucks among other problems, including air, water, and noise pollution; health impacts; heat island impacts; and	See Comment #34
					orashes.	
				Community alternatives	I want albernatives to expansion, including community involvement which includes Reconnect Austin and Rethink25, to be fully studied before a final decision is made.	See Comment # 4
1799	Juanita	1/31/2023	MyCapEx Website -	Regional Connectivity	I warm unannermous to expension, including community innovement which includes reconstruct exacts and retrinsco, to de may succeed delete a mail decision in made. Would love a nativear from San Antonio to Austini Please continue in these efforts are this is much needed in Yessel	Data communities Son c
1/99	Juanta	1/31/2023	Comment Form	regional Connectivity	WOULD SAVE A FAIRNING TOTAL DATA AFFORDS SO ANABOTE PRISANE CONTINUE IN STEAM OFFICE AFFORDS OF THE GO. IN SOCIAL IN SOCIAL IN SOCIAL IN SOCIAL IN SOCIAL IN SOCIAL IN SOCIAL IN SOCIAL IN SOCIAL IN SOCIAL IN SOCIAL IN SOCI	DAM CERTIFICATE # 1
1800	Judith Rockman	3/5/2023	Email	community alternatives	In hord TWACH. The Analysis are all soft SES, will have now shows. It short from 'twas and risk the lass. Consider the alternate proposals for wooding the lightway. This is facilitied not the use all soft SES, and I have now shows. It short from 'twas and risk the lass. Consider the alternate proposals for wooding the lightway. The Analysis are all the Analysis and Analysis and Analysis are all the Analysis and Analysis are all the Analysis and Analysis are all the Analysis and Analysis are all the Analysis and Analysis and Analysis are all the Analysis and Analysis and Analysis are all the Analysis and Analysis and Analysis are all the Analysis and Analysis and Analysis are all the Analysis and Analysis and Analysis are all the Analysis and Analysis and Analysis are all the Analysis and Analysis and Analysis are all the Analysis and Analysis and Analysis are all the Analysis and Analysis and Analysis are all the Analysis and Analysis and Analysis are all the Analysis and Analysis and Analysis are all the Analysis and Analysis and Analysis a	See Comment #4
					live in Austin on the east side of RHSS, and I have never driven it. I don't drive; I walk and ride the bus. Consider the alternative proposals for recording the highway. We creference would be to be sen't simmle, lover the mann in leans. No Hof Virgens, Other is democratic consciourns and consciourns restored to set that short trip traffic off the "interval onal" highway.	
					And spend big bucks on public, actual high occupancy vehicle transportation.	
					I would like to request that Tubbr establish a street size that will be accessible from the new access reads.	Their you for your comment, this area is outside of the 1-35 Capital Express Carminal project limits, We will forward this comment to the City of Austin, who are responsible for potential improvements along this street.
					Invanced lists or impossible filtred and contract of the contr	
					Before the recursibout, there were frequent version in S2ed due to the narrow streets frustrating drivers. Many other streets in Ridgetop are of similar width, and they are also too narrow to navigate safely. To add to the safety issue, the neighborhood does not have sitemathelps: so cora are an iso sharing it the streets with outsidestines with outsidestines with outsidestines with outsidestines.	
1801	Judy Farley	3/7/2023	Email	City of Austin	appreciate the amount of planning that TRDot puts into projects like this. Thank you for your consideration	
						See Convent # B
1802	Judy Tough	1/30/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously cutdated madeay is often called the Main Street of Texas, at this seriously cutdated madeay is often called the Main Street of Texas, at Texas should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
					canto in what provided or leads, an isotatis sorticed beside for occurring the accordingly, and an isotatis sorticed besides on the accordingly, and an isotatis sorticed besides on the accordingly, and an isotatis sorticed besides on the accordingly, and an isotatism to deliver our provides support for the 135 Capital Express. Custod design as proposed by TxOOT. Thank you for your consideration of this required by the accordingly and accordingly and accordingly and accordingly and accordingly and accordingly and accordingly and accordingly and accordingly and according to the a	
ID	Commenter Name	Date Received	Source	Topic	Connect	Responses
					The complete PDF is located in the public hearing summary, appendix F. Email copy: Mr TuDOT 'LDOT', As an Austin resident and Professor of Environmental Health and Urban Planning, I wish to submit the following comments on the planned expansion of 135.	See Comment #51
					As in regard the public in a robust and meaningful conversation about what kind of Austin we as a community want for the future. S. Engage the public in a robust and meaningful conversation about what kind of Austin we as a community want for the future.	
					Inside average client's reconstructing of this replaces or management control or the product of management control or the product of management control or the product of management control or the product or the product or management control or the product or management control or the product or management control or the product or management control or the product or management control or the product or the prod	
					Lan Austra resident and Prisease of the resident and Prisease of the resident and the Resident and State Sta	
					Moving transit away from highways and cars is happening all over America. If we look in our backyard to Houston and the proposed expansion of I-45, there is tremendous public outry over this proposed project because the impacts on the community are intense and the benefits questionable. In a 2019 Houston Chronicle editorial, urban planner and academic, Affi Speck, wrote that the NHHP "can be described as having significant costs and significant costs and significant costs and significant costs.	
1				Climate change	best understood as tremendous, and the benefits are best understood as false." We like on a specify werning plants: We live on the specify werning plants: We live on a specify werning plants: We live on the specify werning plants: We live on the specific of infestructures projects are giving to help, and which are going to hurt our chances of survival. These are not just roads, but questions of collective action. Most people want access to safe	
1				Carriero crienge	places to walk and bile where they live. Most people sey they would like to reduce generations again emissions. However, the infrastructure that will allow us to do this requires tradeoffs, such as losing a traffic tune to put in a bite larne or muscling through a few months of construction enerneighborhoods in order to build a new trainst stop.	
					In Conclusion Breaking free of the status, our will require creativity and a commitment on the part of transportation officials, it will require a clear mandate from voting critizens that they want to see frunting on transportation was required.	
1					Breaking five of the status quo will require creatively and a commitment on the part of transportation efficials. It will require a clear mendate from voting citizens that they want to see funding go towards given spaces, bus service, and foring insequent sciences. It is in the part of the part of transportation efficials to show policial courage and bodieses and implement the will of a representative democracy—not just the squareless wheels with the largest campaign for persons.	
1					surgest corpragn obtained that with the state of the stat	
1803	Jules Elkins	4/29/0404		Reroute to 130	2. Analyze real alternatives to expansion: Leccounty for an anips of a range of alternatives that make better use of existing powement and take into account changing traffic patterns. Sportfolia, installs an alternative that down fulfic from traveling through the heart of Audit.	Securiorité 3
					Specifically, analyze an alternative that divert traffic from traveling through the heart of Austin.	
				Caps/deck plazas	3. "Cup" is an excellent idea; "Strich" is not	See Commant #42
					5. "See" in an excellent date, "Staff" into. Seep of the solicity (fine), are conducted date, "Staff" into. Seep of the solicity (fine), are conducted date. Seep of the solicity (fine), are conducted date. The seep of the solicity (fine), are conducted date. The seep of the solicity (fine), are conducted date. The seep of the seep of	
					increasing density of Austiria downtown, making it a healthy, livable city for the future	
					1. Health Assassment.	See Comment #34
					Expanding (35 will significantly increase the levels of pollution to which residents of Austin will be exposed. There is a robust body of scientific evidence that shows that traffic-related air pollution (TRAP) is one of the major sources of exposure in	
					urban areas and has been associated with a wide range of adverse human health effects. These include higher rates of asthma onset and aggrevation, cardiovascular disease, impaired lung development in children, preterm and low-birthweight infants, childrends lawlarms, and premisture death. Emerging existence lines 1959 with neurotecknicy and the alteration of exemptions from the control facility of the control of the childrend of the present and the childrend of the present and the childrend of the present and the childrend of the present of 1955 some of the source independent and the childrend of the present of 1955 some of the source independent and the present and the childrend of the present and the presen	
				Air Quality/Noise	Comments, is misleading when the basic scientific information has not been presented. 4 tortists the remain invitioning on a nonzero security of the presented	
1					The control basins, and promises a death. Height greatment in the Park of the controllering by the Substitute of American Annual	
					TRANSPORT TO THE CONTROL OF THE CONT	
1804	Auti Triebwasser			Do not widen/no build	MobilityS Program Manager Tommy Atrego. TIGOT's plans and operation is a bad idea. Do not let nich people do more dumb ideas with their big money. There's still so much traffic and adding lanes clearly does not help.	Suo Commant #5
					TxCOT's plans and expansion is a bad idea. Do not left rich people do more dumb ideas with their big money. There's still so much traffic and adding lanes clearly does not help.	
				Public Transit / Multimodal	Please invest the money into public transit. Like seriously, It's the future. We've been adding lanes forever and it HASNT IMPROVED our lives at all.	See Comment #35
				Transportation		

					Making 35 Program Manager Tomay Strape. The program Selection of the exhibiting 55 through the corrosi segment do not need belowed registerior release and whately couse mobility sease. The program Selection of the Selection of the Selection of the Selection of the Selection of the Selection of the Selection of the Selection of the Selection of Selectio	
1805	Julia Austin	3/7/2023	Email	Delwood	Nobility\$5 Program Marager Tommy Akregio. The croposed shermaries for residential resident \$15 though the central seatment do not meet Delevood2 needs and actually cause mobility issues.	See Comment #184
					Closing one of the 4 entrances to the Delwood neighborhood will greatly increase neighborhood traffic from backed up cars on the right turn lank on Airport to North 135.	
					The proposed pediasfirany/mixed use pathways at the Arport CIDs intersection seem to make it harder for people to cross, especially cyclists and wheelshair users. The tunnel sizes is dangerous and will be scary to traverse because of multiple normalises people in the area, who will no doubt use it, as a shelter.	
					The design increases relatence on cars because it makes pedestrian and bicycle traffic more difficult. Please: - Keep the Frenoved Ref. connection to the Delivered 2 neithforthood; it's main's entrance that I use all the time.	
					Keep paths above ground. **Keep paths are as for executions across the historium in line with the execution from the Paul Audia and the NYMY (North Careal SE Northhadrand Paulificia).	
					Improve the intersection of Airport and 135 on that it works for one neglectrians mente in wheelthairs and netions.	
					Allow for capping the highway north of Arport thut. It crosses the number of cossing north of Arport thut. It crosses the number of cossing north of Arport thut. It crosses the number of cossing north of Arport thut. It could not consider the number of public baseportation and other alternatives.	
					Reconsider drastic highway expansion in favor of public transportation and other alternatives.	
					Mr ISDOT TIDOT,	See Comment #4
					Table. In large agrees the proposed expension of 13.5. Expension of the highway is only gare (to cream more conglistion, profiles, and here issued, which will regalitively effect the hastell of our oily and the surrounding environment, instead of configuration (the high and the configuration of the highway is enabled the investment of the highway is enabled the resultance of the highway is enabled to the resultance of the highway is enabled the resultance of the highway is enabled to the resultance of the highway is enabled to the resultance of the highway is enabled to the prompt of profiles with the surrounding environment. In the surrounding environment of the highway is enabled to the profit of the highway is enabled to the highway in the highway is enabled to the highway in the highway is enabled to the highway is enabled to the highway in the highway is enabled to the highway in the highway is enabled to the highway in the highway is enabled to the highway in the highway in the highway is enabled to the highway in the highway in the highway is enabled to the highway in the highway in the highway is enabled to the highway in the highway in the highway is enabled to t	
					Indead of creating more highways, we should be investing in more austrinable forms of transportation such as busic, trains, biking paths, and sidewalds. These solutions will make the city more accessible and decrease our carbon footprint. In	
1806	Julia Draper	3/7/2023	Email	Community Alternatives	More highways as not the only option to help Auditio adapt to its growing population. We need creative sciencials and affectable, and before a consistent or a full result of the property of the control of the property of the control of the property of the control of the property of the control of the property of the control of the property of the p	
	Julia Drapai	4,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Linas		alternatives to expansion, such as Reconnect Austin and Retribvid.55, to be fully studied and invested in. As a fairly new Austin resident, I want to make bit to inter thomas and contribute to be growing conversanity. But I want that conversanity to be intentionally designed with the people of Austin and the envisorment in mind.	
1807	Julia Knable	2/6/2023	Email	General support	Date Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated readway is often	See Comment 48
					Date Chairman Bugg and Commissioners: Thank you for recognizing that 1.55 through Austin is one of the most congested machesy segments in the State of Texas. As this seriously outsided machesy in other united the Mails Shreet of Texas, as the commissioner of the seriously outsided machesy in other united than the Shreet of Texas, as the commissioner of the seriously outsided machesy in other seriously outsided machinery in our great State. Accordingly, in an entity only to sepress any operation begonith to expose any operation begonithm to seriously outside the seriously outside seriously and operation of the seriously outside seriously and operation of the seriously outside seriously of the seriously outside seriously of the seriously outside seriously of the seriously outside seriously outsi	
	Julia Mrnak	4.03			grant and the state of the stat	
1808	Julia Mrnak	1/27/2023	tmail	General support	Confirmation large and Commissioners Teach job for registring fact 155 Strongs Auch is not set if the main composition for the property of the	DAN CONTENTS TO
					Accordingly, I aim writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxCOT. Thank you for your consideration of this request.	
1809	Aulia Ottenberg			Do not widen/no build	Mobility55 Program Manager Tommy Alregio,	See Comment 45
	1 1				Mobility35 Program Manager Tommy Armgo, I am an easily-circelal Auditor resident call of strongly oppose the expansion of 1.35. Thank you for your confedention, Thank you for your confedention,	
					I urgle you to follow the Rethink35 plan instead. This highway expansion will not work, and will just make the city we love more congested, more polluted, less walkable/bleable and less charming.	See Comment #4
1810	Julia Skrovan			Latent/Induced Demand	Mr InDOT InDOT, Experiding Inglimusps has been proven again and again to increase congestion, eather than relieving it.	See Comment #18
					Agent and agent and account of the contract of	
				Public Transit / Multimodal	Please encourage bising and public transportation, don't discourage at	See Comment #13
				Transportation		
1811			VOH	General support		See Comment #8
1811	Julia Yaylor	2/20/2023	VOH	General support	Exceptor all of these improvements, except the provided information lich clear about how many "commal" baffic laines there will be in each direction, it only numbers the two HOV laines. My concern is that we are not building for future growth, Austin is doubling every 20 years.	See Comment #S
1812	Aulian Bautista		Phy	Business/residential displacement	Inst of all, is support the number build alternative Just bring it up to standards. 4th don't exict / kick out people from their homes and businesses, you already messed it up big last time. 6th crowded half-west freque	See Comment #21
			SICA I		highways through an urban core are acceptable and safe.	
			Co	Reroute to 130	7th chies are for people, not cars. If you need to move more cars build something outside of urban core - oh wait, you already doll Cars can use 183 and Mopse; just don't charge a toll, you will see	See comment #3
			ent	Militaria de 230	To consider the PSS (resp. respectively).	See Little 19
				Latent/Induced Demand	2nd people at TixOT Please do research induced Demand. 5th please learn about induced Demand.	See Opment #18
					8th just Google Induced Demand.	
				Public Transit / Multimodal	3nd trainst priority at all crossings over should be guaranteed. Oth prioritize trainst and bites. Listen to the people in the city not the people littrough it.	See Comment #13
				Transportation	9th prioritize transit and bikes. Listen to the people in the city not the people through it.	
						Sax Comment #42
				Caps/Deck Plazas	10th cap and stitch are a most to make the project acceptable.	
1813	Julian Francis Wait	3/7/2023	MyCapEx Website - Comment Form	Witshire	We respectfully request that TXDOT must mitigate traffic for the proposed 41st Street extension to Wilshire Bhd, which will increase traffic through the neighborhood significantly, being used as a cut-through to Airport Bhd in a 100% residential area.	See Comment #9
					We request a long/torm at that intersection that would require a left-hand turn and route people directly to Airport Blvd, within seconds. The letter has some language you could use.	
1814	Juliana Bandin	2/11/2023	VOH	Business/residential displacement	Please do not expand (35 as it impacts many local business and communities that make Austin what it is.	See Comment #21
1815	Juliana Sheffield	3/7/2023	MyCapEx Website - Comment Form	Public Transit /	Many obisis have demonstrated that merely widering overburdened histhways is not an effective long-harm solution for traffic. Please invest in the future of Austin, which, in order to accommodate its deliv	See Comment #13
			Comment Form	Public Transit / Multimodal Transportation	Many critiss have demonstrated that menty videning overburdered highways is not an effective long-term solution for buffic. Please invest in the future of Audits, which, in order to accommodate its daily influe of claims, must come to a progresses, community-conson, historically informed, environmentally sound solution. We call eviewine, accepted, excepted, must be public transportation, and look to larger, more congested critics who have been socieded in quality griden duratingses. Now these interphy exceptes are can calcularly engineering out that This public transportation, and so this flager, more congested critics who have been socieded in quality griden duratingses. Now these interphy exceptes are can calcularly engineering and surface. The solution of the solution	
					To whom it may concern regarding the 135 Capital Exprise Central Project: If leve very dose in the frinchming construction on 135 Capital Exprise Central Project If leve very dose in the frinchming construction on 135 Central Hollywood Ave. in the Cherrywood neighborhood in Central Austin) and have the following concerns.	See Correspond # 1.05
					1. ToOT has not set must study NOC (inflorous celebra). PROC 5 ignorification entire 2.5), and PMLO (particulate results 2.5) in its April 2.0 pairs (Applied R. Appendix P. a	
					difficult for TADOT to bring within the national standards, making the agency reluctant to assess them.	
					It shows no requested green 3.55 (applied green of Coppied Green Contract Project The very draw to the first better contracting of the contract Contract Project The very draw to the first better contracting contracting of Coppied Green Contracting and Insure the Entering contracting The very draw to the first contracting cont	
1816	Julie Bollman	3/7/2023	Email	Air Quality/Climate Change	PMZ.5 in the DBS - they were worked about what the analysis might show. 3. **ILDOTS perchase gas analysis, IDES Appends by its incomplete. **IDOT must analysis long stem GMG impacts of the project in comparison to the No Build option (the current analysis is only for construction immacts, not lone farm immacts).	
					TADOT should at least be looking at 20 years out, 30 years out, and 40 years out. 1. TADOT made conduct a resident in releasing similarly for this case of construction of the second conduct and the second	
					oracination and more an analysis of the second seco	
1817	Julie Bracken	3/6/2023	Email	Air Quality/Noise	he Not Discholic! The proposed pile of generate more politions, more ensistens, more resistens. The heart of a breadful, vibrant city is no place for this kind of project, then many productive some of resil estate will be scorfined for this highway? Now many featibles, once of scoring city project source over with the design, to either remain through laxes amount the city or spend the money to do it right and sink many city project source over with the design, to either remain through laxes amount the city or spend the money to do it right and sink many city. The project is set over with the design, to either remain through laxes amount the city or spend the money to do it right and sink many city. The project is a set of the city of the	See Comment #34;
					Statistics, case of activity 1 strongly urgs you to start over with the design, to either reroute through lanes around the city or spend the money to do it right and sink the advice research interference through the control of the spend of the city of the ci	
ID.	Commenter Name	Date Received	Source	Topic	Commet	Responses
					Dear Chairman Bugg and Commissioners:	See Comment #5
					Thinks you for recogniting that I-SS through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often called the Main Street of Texas, all Texas should call for bold and decisive	
1818	Julie Fredlund	3/7/2023	Email	General support	Dut Claims higg and Commissions: It was pool or recognition 125 Though, such is one of the most congested rookery suggests in the Street of Teas, in this services, noticed rookery is other called the Main Street of Teas, all Teams should get for total and decisive formation of the street of Teas, and Teams should get for total and decisive formation of the street of Teas, and Teams should get for total and decisive formation of the street of Teas, and Teams should get for the street of Teams should get for the street of Teams should get for the street of Teams should get for the street of Teams should get for the street of Teams should get for the street of Teams should get for the street of Teams should get for the street of Teams should get for the street of Teams should get for the street of Teams should get for the street of Teams should get for the street of Teams should get for the street of Teams should get for the street of Teams should get fo	
1010	June Fredlund	3/1/2023	Email	Service apprort	Julie Friedlund	
1819	Julie Thomas			Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	See Comment #5
					Mobility55 Program Manager Tommy Alrenge. Have been in Austin for one 27 year, most of them, including the last 15, how level off of h55. I wherearthy oppose TNDOT's plans to expand IN-35 in particular and I oppose expansion of H35 in general. As long frame resident of this only, I require CTNOTT, Audit CDy Council and in orthor representatives to stand up for me and the other residents of this imazing city and not dealery it with an ill-belows, expension, and undees lightway expansion.	
					Sincorely,	
1						
	1					
			Į.	Community Alternatives	If something must be done, I am in favor of Rethink IHSS's plan. We should be putting our investments into improving public transit, not building more highways as car pollution continues to destroy our	See Comment #4
			1			
					envisorment.	
					anicomet.	
				Latent/Induced Demand	environment. As we have seen with projects late the King-Prevey, Tighney experience of our reducts briffs. I give up in househor and visit my family three offers, set have seen forshood the laters of this project. Prevey requirement increase the efficience of this house of the contract of the contract of the project. Prevey requirement increase the efficience of this house of the contract of the project. Prevey requirement increase the efficience of this house of the contract of the project. Prevey requirement increase the projects in the King-Prevey, Tighney experience of the contract of the project. Prevey represents the contract of the contract of the project. Prevey represents the project in the King-Prevey, Tighney experience of the project in the contract of	See Comment #13
				Latent/Induced Demand	environment. As we have seen with projects like the Kally Previous, highway wagarasions do not reduce builful. I give up in Youdalan and visit my family three offers, so I have seen feathered the faithere of this project. Previous experiences increase traffic tensors of Platford Demonst. I we will an increasing are not reduce profession.	See Comment #13

				Air Quality/Noise	People inding near freeways have gover health and I have already seen how the highway noise has excessed over the years as Audits grows. I have off flurideon near than White and I used to not be able to hear refire rose from inside my books. Now I can, now with soper efficient double-pane windows. We do not exact to make the noise sorately expending RY 35, (Store of that noise is law) \$55 too, as I am ones to the intersection of the White and \$5.5 too. 35 to the White and \$5.5 too, as I can one with some and the sound in the sound	See Comment #34
					close to the intersection of Ben White and H 35.)	
				east/west connectivity	Author hormfole effect of this will be decreasing East-West connections by eliminating the Woodland crossing, Traffic at Riverside and RSS and Ottoff and RSS is already abyenut, I shudder to think about what their intersections will book like once Woodland is taken away as in option.	See Comment #20
				easy rest correcting	who have been a considerable to the construction of the constructi	THE DOCUMENT SAD
				Business/residential displacement	Finally, the sheer mass that construction will cause will be horrible for our city, not to mention the loss of all the businesses and horses that are to be taken over by imminent domain to expand IH-35.	See Comment #21
				renoute to 190	We already have SH-130, we should incentivise through traffic to take that rather then IN-35, perhaps by toll reductions or other means.	See comment #3
1820	Julio Ramos	2/1/2023	MyCapEx Website -	Regional Connectivity	It would be nice to have a rail option between Asstn and San Antonio. Rail and trolley option would be nice in San Antonio as well.	See corresent #1.
			Comment Form			
1821	Autio Rojas			Do not widen/no build	Mobilit/35 Program Manager Tommy Abreto.	See Comment 45
					Mobility Region Making Thoms April (April (A	
					don't want to use an intenstate highway for my local trips. I expect TxXOT, Austin City Council, and other representatives to stand up for me.	
				Community Alternatives	I am for the Rethink35 proposal, redesignating another highway, such as SH-130, as an interstate and a boulevard going through town.	See Comment #4
				Latent/Induced Demand	Highway expansions DONT work. They worsen congestion (six we saw with the Kalp Freeway), air noise and water pollution, safety, and transportation options beyond driving. Ten years of construction for just a few years of congestion rated in NOT worth it.	See Comment #18
					a ten years to congress on the state as to the state as	
1822	Junichi Ohdera			Do not widen/no build	Mobility35 Program Marager Tomny Abrego,	See Contrient #5
					Michigh S Pragram Manager Tomery Abrego, Dater Comp Amerga. Same Comp Amerga. American January Service of the Comp Amerga. American January Service of the Comp Amerga. American January Service of the Comp American January Service of Service of the Comp American January Service of S	
					continued growth. At some point we will need to start thinking of our cities on the pediatrian level, for a liveble breathable future. This expansion is putling us fair into the opposite direction and should definitely be rethought	
					with more public input taken into consideration.	
				Latent/Induced Demand	Study after study has shown that more lares only bring more treffic.	See Commant #18
				Community Alternatives	Not only that, 135 has been a raidal segregator and act of violence towards Stack and Latino communities since it's beginning, Instead of expanding the Interstate, we have an opportunity to revoute non-local traffic around Asstra and recreate 135 as a usable, invable boddewed, Espaced the Rightin SS bian which you can find at Intract/rethinkSS countine-vertinin35 claim.	See Comment #4
					чинь, воили жим ни начение на во в имеря, пчеря ориению, тверрот оне пертиту э риен витот уси син того и 10/pic//vib/mix35.com/the-rethrik35-piler.	
1823	Juan Fueyo-Gomez			Do not widen/no build	MobilitySS Program Manager Tommy Abrego,	See Comment #5
					MobilityS Program Manager Commy Abrego, 1 oppose Tuber (and the state of the State	
1					1	
				Public Transit / Multimodal Transportation	The region would benefit many times over from the time and funding for this project being invested instead in public transit.	See Comment #13
				Latent/Induced Demand	The exidence is clear—highway expansions do not work in alteriating traffic. Seeing highway expansions in Mouston do Htfs to prevent exmaning traffic has only proven the law of induced Demand.	See Contrient #18
					Seeing highway expansions in Houston do little to prevent worsiening traffic has only proven the law of induced Demand.	
				Air Quality/Noise	Such a mosa weed do no hairs fine with sophism-hills doubt and ordistrion control	See Comment #34
					Such a more would also be in fine with sustainability goals and pollution control. Austin is well positioned to be a leader in innovating to support a healthier and more efficient urbain environment.	
1824	Austice Stanley			Do not widen/no build	MobilityS5 Program Manager Tomory Abrego. Lam a resident of Rosed Rose. Ma data fine from Spikous OPPOSE FLOOT's plans for LSS and LOPPOSE expansion!	See Disminut #5
					No and my fellow neighbors OPPOEE TADOTS plans for 1-35 and 10 PPOSE expansion! ident want to use an interstate history for mis color brisis.	
					I don't want to use an interstate highway for my local trips. I expect ThOOT, Austin City Ocunci, and other representatives to stand up for me.	
				Community Alternatives	I am FOR The Rethink35 proposal, creating a boulevard and leading with public transit.	See Comment #4
				Air Quality/Noise	TxDOT's process in this project is flawed. It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #3-4
				Latent/Induced Demand	Highway expansions DONT work. They wonen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. We know expansion leads to more congestion and a less beautiful, accessible, and green Austin. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #18
					The Congress and a real construct, accessed, and green reason. As years of construction on pass a real plants of congression reason at roll require.	
1825						
	Justin	1/20/2023	MyCapEx Website -		/ We need more reliable mass public transit options instead of more highway lanes that will end up clogged with traffic.	See Communit #13
	Justin	1/20/2023	MyCapEx Website - Comment Form		We need more reliable mass public transit options indead of more highway laines that will end up chagged with traffic.	See Comment #13
1826	Justin Justin Beal	1/20/2023	MyCapEx Website - Comment Form	Public Transit; Multimodal Transportation Do not wider/no build		Sections 413 Sections 42
1826	Justin Austin Beel	1/20/2023	MyCapEx Website - Comment Form	Public Transit, Multimodal Transportation	The need room reliable mass public beauting times instead of more highway lones that will end up chapped with traffic. Maching Shingson Manager Tumony America. Majoring organisms and stacks, and have generally failed wherever they've been tried. I hope you consider other updates instead of expending \$155.	
1826	Justin Justin Besil	1/20/2023	MyCapEx Website - Comment Form	Public Triansis, Multimodal Triansportation Do not widen/no build	MobilySS Pregram Manager Tumny Rongs. Williamsy repairable on tools, and have generally failed wherever they've been tried. I Pope you consider other cystics instead of repanding 1-35.	See Comment of S
1826	Justin Justin Beat	1/20/2023	MyCapEx Website - Comment Form	Public Transit, Multimodal Transportation		
	Justin Beal			Public Transit, Maltimodal Transportation Do not widen/no build Public Transit / Multimodal Transportation	ManifeSt Program Manager Entropy. Storage Temporary Storage Temporary Storage	See Connect #5 See Connect #13
1826	Justin Beel Justin Collins	1/20/2023	MyCapE+ Website -	Public Triansis, Multimodal Triansportation Do not widen/no build	MobilySS Pregram Manager Tumny Rongs. Williamsy repairable on tools, and have generally failed wherever they've been tried. I Pope you consider other cystics instead of repanding 1-35.	See Comment of S
	Justin Beal			Public Transit, Maltimodal Transportation Do not widen/no build Public Transit / Multimodal Transportation	ManifeSt Program Manager Immore Storage. Highway expansions do not work, and having personally laked without the Park I. Topp you consider other updown instead of expanding 3.55. Lapport a public branch find quitor, making Auditor more safet to with or risks believe in-model that a ground public to be larger to be long three to long three three to long three to long three to long three to long three to	See Connect #5 See Connect #13
	Justin Beal		MyCapE+ Website -	Public Transit, Maltimodal Transportation Do not widen/no build Public Transit / Multimodal Transportation	ManifeSt Program Manager Immore Storage. Highway expansions do not work, and having personally laked without the Park I. Topp you consider other updown instead of expanding 3.55. Lapport a public branch find quitor, making Auditor more safet to with or risks believe in-model that a ground public to be larger to be long three to long three three to long three to long three to long three to long three to	See Connect #5 See Connect #13
1827	Justin Beal Justin Collins	2/1/2023	MyCapEx Website - Comment Form	Public Transitor But Transportation Do not widen/no build Public Transportation Public Transportation Paggonal Connectivity	ManifeSt Program Manager Immore Storage. Highway expansions do not work, and having personally laked without the Park I. Topp you consider other updown instead of expanding 3.55. Lapport a public branch find quitor, making Auditor more safet to with or risks believe in-model that a ground public to be larger to be long three to long three three to long three to long three to long three to long three to	See Comment #5 See Comment #13 See comment #1
1827	Justin Beal Justin Collins	2/1/2023	MyCapEx Website - Comment Form	Public Transitor But Transportation Do not widen/no build Public Transportation Public Transportation Paggonal Connectivity	ManifeSt Program Manager Entropy. Storage Temporary Storage Temporary Storage	See Comment #5 See Comment #13 See comment #1
1827	Austin Beal Austin Cottins Justin Day	2/1/2023	MyCapEx Website - Comment Form	Public Transport Multimodal Transportation Da net widely nite balls Public Transportation Public Transportation Public Transport Transportation Regional Connectivity General support	Characteristic Design American Street Transport Contract	See Comment #3 See comment #1 See Comment #1 See Comment #8
1827	Justin Beal Justin Collins	2/1/2023	MyCapEx Website - Comment Form	Public Transit, Multirectual Multirectual Multirectual Multirectual Da not widen, vie build Da not widen, vie build Da not widen, vie build Da not widen, vie build Da not widen, vie build Da not widen, vie build Da not widen, vie build	Manifest Program Manager Termory Design. "Agreement of the control of the contro	See Comment #5 See Comment #13 See Comment #1 See Comment #1 See Comment #5 See Comment #5
1827	Austin Beal Austin Cottins Justin Day	2/1/2023	MyCapEx Website - Comment Form	Public Transport Multimodal Transportation Da net widely nite balls Public Transportation Public Transportation Public Transport Transportation Regional Connectivity General support	Manifest Program Manager Termory Design. "Agreement of the control of the contro	See Comment #3 See comment #1 See Comment #1 See Comment #8
1827	Austin Beal Austin Cottins Justin Day	2/1/2023	MyCapEx Website - Comment Form	Public Transit, Multirectual Multirectual Multirectual Multirectual Da not widen, vie build Da not widen, vie build Da not widen, vie build Da not widen, vie build Da not widen, vie build Da not widen, vie build Da not widen, vie build	Characteristic Design American Street Transport Contract	See Comment #5 See Comment #13 See Comment #1 See Comment #1 See Comment #5 See Comment #5
1827	Austin Beal Austin Cottins Justin Day	2/1/2023	MyCapEx Website - Comment Form	Public Transit, Multirectual Multirectual Multirectual Multirectual Da not widen, vie build Da not widen, vie build Da not widen, vie build Da not widen, vie build Da not widen, vie build Da not widen, vie build Da not widen, vie build	Manifest Program Manager Termory Design. "Agreement of the control of the contro	See Comment #5 See Comment #13 See Comment #1 See Comment #1 See Comment #1 See Comment #1
1827 1828	Austin Beal Austin Cottins Justin Day	2/1/2023	MyCapEx Website - Comment Form	Public Transit, Multirectual Multirectual Multirectual Multirectual Da not widen, vie build Da not widen, vie build Da not widen, vie build Da not widen, vie build Da not widen, vie build Da not widen, vie build Da not widen, vie build	Manifest Program Manager Termory Design. "Agreement of the control of the contro	See Comment #5 See Comment #13 See Comment #1 See Comment #1 See Comment #5 See Comment #5
1827 1828	Aution Deset Justin Collins Justin Collins Justin Day Aution Durkent	2/1/2023	MyCoyfs Website Comment Form Ernsel	Public Transact Mattercolar Mattercolar Dis not widen, who build Do not widen, who build Public Transact Regional Connectivity General support Do not widen, wio build Laters, "Induced Connect Do not widen, wio build Do not widen, wio build Do not widen, wio build	Hazard Services from the control of	See Comment #5 See Comment #13 See Comment #1 See Comment #2 See Comment #2 See Comment #2 See Comment #2 See Comment #2
1827 1828 1829	Audin Deal Audin Cultina Audin Day Audin Day Audin Dallant	2/1/2023	MyCoyfs Website Comment Form Ernsel	Public Transal, Multirectual Multirectual Multirectual Multirectual Dis net widen, who build Dis net widen, who build Dis net widen, who build Transportation Magional Connectivity General support Dis not widen, who build Laters (Vishood Domand	Manifest for purpose thereign from protein. Tapped is product small and even of the protein p	See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3
1827 1828	Aution Deset Justin Collins Justin Collins Justin Day Aution Durkent	2/1/2023	MyCoyfs Website Comment Form Ernsel	Public Transact Mattercolar Mattercolar Dis not widen, who build Do not widen, who build Public Transact Regional Connectivity General support Do not widen, wio build Laters, "Induced Connect Do not widen, wio build Do not widen, wio build Do not widen, wio build	Manifest for purpose thereign from protein. Tapped is product small and even of the protein p	See Comment 45 See Comment 413
1826 1826 1820	Audin Beal Audin Callina 2/1/2023 2/7/2023 4/1/2023 4/1/2023	MyCagé: twester Comment from Email VOH VOH Phy Sica LO LO	Public Transact Multimodal Multimodal Dis net widen, who build Do net widen, who build Drain Transact Vision Transportation Regional Connectivity General support Do net widen, wio build Larker, Protocol Connect Biograms University Do net widen, wio build Larker, Protocol Connect Do net widen, wio build Larker, Protocol Connect University Do net widen, wio build Larker, Protocol Connect University Do net widen, wio build Do net widen, wio build Do net widen, wio build Do net widen, wio build	Manifest Program Review Terms of the control of the	See Comment #3 See Comment #3	
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1826 1826 1820	Audin Beal Audin Callina 2/1/2023 2/7/2023 4/1/2023 4/1/2023	MyCapE wWester Commer Form Ernel VOH VOH NGM GO MyCapE wWester	Public Transact Multimodal Multimodal Dis net widen, who build Do net widen, who build Drain Transact Vision Transportation Regional Connectivity General support Do net widen, wio build Larker, Protocol Connect Biograms University Do net widen, wio build Larker, Protocol Connect Do net widen, wio build Larker, Protocol Connect University Do net widen, wio build Larker, Protocol Connect University Do net widen, wio build Do net widen, wio build Do net widen, wio build Do net widen, wio build	Manifest for purpose thereign from protein. If agreed is public treat for agricus, making Audit more valle to wait or rick bits in most of any good place to scart. This large was a board busined or protein to scart. This large was a board busined or comparison to scart. This large was a board busined or comparison to scart to the large was a board busined or comparison to scart. This large was a board busined or comparison to scart to the scart to the large was a board busined or comparison to scart to the scart to the large was a board busined or comparison to scart to the large was a board busined or comparison to scart to the scart to the large was a board busined or comparison to scart to the large was a board busined or comparison to the large was a board busined or comparison to the large was a board busined or comparison to the large was a board busined or comparison to the large was a board busined or comparison to the large was a board busined or comparison to the large was a board busined or comparison to the large was a board busined or comparison to the large was a large was a board busined or comparison to the large was a large was a board busined or comparison to the large was a large	See Comment #3 See Comment #3	
1826 1826 1820	Audin Beal Audin Callina 2/1/2023 2/7/2023 4/1/2023 4/1/2023	MyCapE wWester Commer Form Ernel VOH VOH NGM GO MyCapE wWester	Public Transact Multimodal Multimodal Dis net widen, who build Do net widen, who build Drain Transact Vision Transportation Regional Connectivity General support Do net widen, wio build Larker, Protocol Connect Biograms University Do net widen, wio build Larker, Protocol Connect Do net widen, wio build Larker, Protocol Connect University Do net widen, wio build Larker, Protocol Connect University Do net widen, wio build Do net widen, wio build Do net widen, wio build Do net widen, wio build	Manifest for any income famour forms, on the program of the property of public treats of originate programs and one of the property and public treats for opportunity and the property of public treats for opportunity and public treats for opport	See Comment #3 See Comment #3	
1827 1828 1829 1830	Audin Beel Audin Cellina Audin Cellina Audin Cellina Audin Cellina Audin Kelenna Audin Kelenna	2/1/2023 2/1/2023 2/1/2023 ***********************************	Oxfords Welfords Commert Form Emed VOH VOH NO MyCages Welford O MyCages Welford Commert Form	Public Trained. Michaelical Michaelical Michaelical Michaelical Michaelical Michaelical Do not wider, via build michaelical Ton search of Michaelical Tonesportation Public Trained / Michaelical Tonesportation Pulgored Connectivity General support Do not wider, via build Laters, Yelshood Connectivity Do not wider, via build Laters, Yelshood Connectivity Regional Connectivity Regional Connectivity	Manifest Section of Section 1 and account of the comment of the co	See Comment 65 See Comment 62 See Comment 62 See Comment 62 See Comment 62 See Comment 62 See Comment 62 See Comment 62 See Comment 62 See Comment 62 See Comment 62 See Comment 63 See Comment 63 See Comment 63 See Comment 64 See Comment 64 See Comment 65 See Co
1827 1828 1829 1830	Audin Beel Audin Cellina Audin Cellina Audin Cellina Audin Cellina Audin Kelenna Audin Kelenna	2/1/2023 2/1/2023 2/1/2023 ***********************************	Oxfords Welfords Commert Form Emed VOH VOH NO MyCages Welford O MyCages Welford Commert Form	Public Trained. Michaelical Michaelical Michaelical Michaelical Michaelical Michaelical Do not wider, via build michaelical Ton search of Michaelical Tonesportation Public Trained / Michaelical Tonesportation Pulgored Connectivity General support Do not wider, via build Laters, Yelshood Connectivity Do not wider, via build Laters, Yelshood Connectivity Regional Connectivity Regional Connectivity	Manifest for any income famour forms, on the program of the property of public treats of originate programs and one of the property and public treats for opportunity and the property of public treats for opportunity and public treats for opport	See Comment 65 See Comment 62 See Comment 62 See Comment 62 See Comment 62 See Comment 62 See Comment 62 See Comment 62 See Comment 62 See Comment 62 See Comment 63 See Comment 63 See Comment 63 See Comment 63 See Comment 64 See Comment 64 See Comment 65 See Co
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1827 3828 1829 1830 1831 1831	Audin David Audin Cultima Audin Cultima Audin Nutland Audin Katawa Judin Mareno Judin Mareno Judin Mareno	2/1/2023 2/7/2023 2/7/2023 2/6/2023 2/4/2023	MyCayle Welster Comment from Front VOH VOH VOH VOH VOH VOH VOH VO	Public Trained Public Trained Trainiportation Do not waiter/no build Public Trained / Multimodal Trainiportation Public Trained / Multimodal Trainiportation Regional Connectivity Connectivity Do not waiter/no build Later/notabad Connectivity Unitable Connectivity Unitable Connectivity Regional connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity	Manifest Program Resign and Commissions on the Control of State Control of	See Comment 65 One Comment 613 One Comment 63 See Comment 63
1827 1828 1829 1830	Audin Beel Audin Cellina Audin Cellina Audin Cellina Audin Cellina Audin Kelenna Audin Kelenna	2/1/2023 2/1/2023 2/1/2023 ***********************************	Oxfords Welfords Commert Form Emed VOH VOH NO MyCages Welford O MyCages Welford Commert Form	Public Trained. Michaelical Michaelical Michaelical Michaelical Michaelical Michaelical Do not wider, via build michaelical Ton search of Michaelical Tonesportation Public Trained / Michaelical Tonesportation Pulgored Connectivity General support Do not wider, via build Laters, Yelshood Connectivity Do not wider, via build Laters, Yelshood Connectivity Regional Connectivity Regional Connectivity	Manifest Program Resign and Commissions on the Control of State Control of	See Comment 65 See Comment 62 See Comment 62 See Comment 62 See Comment 62 See Comment 62 See Comment 62 See Comment 62 See Comment 62 See Comment 62 See Comment 63 See Comment 63 See Comment 63 See Comment 63 See Comment 64 See Comment 64 See Comment 65 See Co
1828 1828 1829 1830 1831 1831	Audin David Audin Cultima Audin Cultima Audin Nutland Audin Katawa Judin Mareno Judin Mareno Judin Mareno	2/1/2023 2/7/2023 2/7/2023 2/6/2023 2/4/2023	MyCayle Welster Comment from Front VOH VOH VOH VOH VOH VOH VOH VO	Public Trained Public Trained Trainiportation Do not waiter/no build Public Trained / Multimodal Trainiportation Public Trained / Multimodal Trainiportation Regional Connectivity Connectivity Do not waiter/no build Later/notabad Connectivity Unitable Connectivity Unitable Connectivity Regional connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity	Manifest for agreement from the control of agreement of th	See Comment 65 One Comment 613 One Comment 63 See Comment 63
1828 1828 1829 1830 1831 1831	Audin David Audin Cultima Audin Cultima Audin Nutland Audin Katawa Judin Mareno Judin Mareno Judin Mareno	2/1/2023 2/7/2023 2/7/2023 2/6/2023 2/4/2023	MyCayle Welster Comment from Front VOH VOH VOH VOH VOH VOH VOH VO	Public Trained Public Trained Trainiportation Do not waiter/no build Public Trained / Multimodal Trainiportation Public Trained / Multimodal Trainiportation Regional Connectivity Connectivity Do not waiter/no build Later/notabad Connectivity Unitable Connectivity Unitable Connectivity Regional connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity Connectivity	Manifest Program Resign and Commissions on the Control of State Control of	See Comment 65 One Comment 613 One Comment 63 See Comment 63

1835	Austin Zhang			Do not widen/no build	MobilitySS Program Manager Tommy Abrego, I live in south Austin .	See Correlat #5
					Mode/Op/Ch Program Manager Transp Assenge. 1 regional COCCY years for \$1.50 and organization of the highway. 1 regional COCCY years for \$1.50 and organization of the highway. 1 regional COCCY Assent for \$1.50 and organization of the highway.	
				Reroute to 130	I am for, redesignating another highway such as \$4:130 and any public transit options that may be explored.	Seconnect#3
				Air quality/noise	TxDOT's process in this project is flaved: It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions.	Sec Comment #34 Sea Comment #36
				Latent/Induced Demand	Highway expansions DDNT work. They worsen congestion (as we saw with the Kally Freeway), air noise and water pollution, safety, and transportation options beyond driving, 10 years of construction for just a few years of congestion reted is NOT worth it.	Sec Comment #18
10	Corresponder Name	Date Received	Source	Toric	Comment	Becoses
					MobilityS Program Manager Tommy Atreggs, To whom it will concom:	See Current #5
					To whom it will concern: I oppose the current plan of LSS expansion. Highways are ugly, and expanding them by turning our beautiful landscape into concrete is about and should not continue. Please go outside.	
					I had written an extraction of 1 (25 agreement, registrage are agit, and expecting them by terring our for manufall inclinages (not control in about of an indicated control.) Because with an indicated and inclination of the control. The control is a section of the control of	
					with your year laws to serve, team? Cheek suggestion, but it is named not get int of a jarren place or mean grong? In more, there are carely any crosswars that would allow me to wask their anyway, it is extremely originated. It is now a magical qualifi, except terribly during rock (i) and the only magic being that I sometime make it to my deak with all my place in the standard. Multi-modal transport is key. Community-forward projects like public trained that everyone can helpoly use.	
1836	Justinne Pineda	3/7/2023	Email	Do not widen/no build	A rail system, waterway system, and buses. No one wants to be miserable or forely and driving a giant piece of metal at 75 mph atons is very miserable. A more enjoyable driving experience for those who prefer cars because less of them would be on the roads. I see cars worth 3x my yearly salary going break GAS break gas BPEAK BREAK and I can't help but crings. Past all that money only for your circ to. Twinth on 135.	
					Note: 1861 or a religion's key, Cultilibrity what its places had justice statistic from the place or all supply assets of model at 1.5 mph stores in very miserable. A more expected using agreement for those who prefer can't because less of them would be not in results. It was no worn 3 to repeat or from the place of them would be not in results. It was no worn 3 to repeat or from the place of them would be not in results. It was no worn 3 to repeat passing ging threat OSC breat gas BEEAV DEEX and can't help but origin. Place all that money only for your car to. Testich on 1.35. The many larger is the place of the place o	
					Sour 15 Gapet Expose Contact. Note 15 Gapet Expose Contact.	Sac Corrent #4
					Teach you for the opportunity to comment on the proposed 150 Deaft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Teach ASM Transportation Institute on the Will	
					I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft ES was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the myriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle misle traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose	
					implied reasons the State of Faces regift researching decide between meaningful alternatives. Obviour that one set of Statific decides any evident miss branches one motivate stress than 100 CTD foreigns, this study was essentially a way to choose the most designous adjustmentative. But control is statificated to the statificate of the	
				Community Alternatives	Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing file flink 53 and Reconnect Austin in the EB and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives.	
				Community Aramatiwa	Please not the rigidous analysis found throughout thousands of pages of ES on the NothmixtS and Notomed Audit proposess. Thank you for all that TxXXT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region. Sincerely	
1837	Justinne				Date 1-35 Capital Express Central, Rec 1-35 Capital Express Central, Draft Environmental Impact Statement	See Comment #4
1037	Justinne Pineda				Nex 55 cycling trigens, certification in the controllers of the contro	
					I wish I did not have to drive as much as I have to drive today. Driving is one of the most dangenous way to travel in Texas, with riding the bus being the most safe method, and walking being the second most safe way to travel. I wish that I had the feedom of a safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't.	
					The travel domand models that only seek to optimize this project to slightly speed up long distance single eccepant whiche haved on or represent my needs and desires or the vest majority of the reasons that I need safe, multimodal access in the Austin region. The regional growth forecasts that project a future with the vest majority of residents living in car-dependent sub-urban housing situations is not the future that I want and does not reflect the history of my community or the	
					Interpretable tracks to track. Please build an analytical model to be able to understand how different alternative transportation investment scenarios will provide for safe, multimodal access for each neighborhood in the Austin region. This should analyze how many jobs months from each nerves track or transportation southers may not mark within a half how the walking halves wheelth air transit and neutronized within in the no half of attendative 2 moreful attendative 2 moreful attendative 2 moreful attendative 2 moreful attendative 3 moreful	
					Austin scenarios. This analysis should use multiple reasonable future growth scenarios including the equitable Transit-Oriented Development scenario that was made available to the Texas A&M Transportation Institute when they were developing analysis for this project.	
				Community Alternatives	The Audit in springer. The signout growth received they groupd a facilities will be seen during at a developed and sealer to large of a section being a facilities to large or a section being a facilities of the section of the secti	
					Materials Progres Money Tomory Weep, It is setting interest to the gas in the firm and part the firm and part of the gas in the firm and part of the gas in the firm and part of the gas in the firm and part of the gas in the firm and part of the gas in the firm and part of the gas in the firm and part of the gas in the firm and part of the gas in the firm and part of the gas in the firm and part of the gas in the firm and part of the gas in the firm and part of the gas in the firm and part of the gas in the firm and part of the gas in	See Comment #5
1838	Kade Kearney	3/7/2023	Email	Do not widen/no build	will just be another agregious monument to the worship of cars. No longer can we dedicate more space to them. Do more. Sure it will among people and things will be tought for those who choose to drive on the road, but make it hard. Make them choose other options. Force choics to densify so that people don't need to drive in and out everyday. Don't give in for the love of everything roational and sanet!!	
1839	Kai von Fintel			Do not widen/no build		Sau Comment #5
					MobilitySS Program Menager Temmy Atmigs. Nr. 1099/28 expending highways expecially nor resear a big city and I bink that it is a BIG mistake. Expending highways never alteriates braffic or makes the city better.	
				Air Quality/Noise	I, like many, hate the loud noise that high speed cars bring along with limbing the ability to walk somewhere instead of drive.	Sao Comment #34
				Public Transit / Multimodal Transportation	I am for walkable cities and this project is limiting that. TuDOT's plain is VERY flawed and will leave a TERRIBLE impact for the city of Austin.	Sau Correnant #13
					Dour 15 City plant Springs Country Country And 15 City plant Springs Country Country And 15 City plant Springs Country Country And 15 City plant Springs Country And 15 City plant Springs Country And 15 City plant Springs And 15 Cit	See Comment 45
					Thank you for the opportunity to corresion on the proposed 135 Druit Environment Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the ES process, including the study done by Teas ASM Transportation institute on the Richins ASM and Reconnect Austin proposals.	
					I think that the process to decide not to meaningfully consider these viable athernatives in the actual draft EO was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way consistend the impriad resoons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDDT facilities, this study was essentially a way to choose	
					the most disignous alternative. I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but this appears not to have been done in this draft ES. There is clear community support for both the ReThink35 and	
1840	Kait Hardin	3/7/2023	Email	Do not widen/no build	Recomment Austin proposals, including various levels of elected officials asking TxDOT to entropy from the TT study was interesting, it in no way is a replacement for thoroughly analyzing ReThink 35 and Recomment Austin in the EtS and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives.	
					Thank you for all that Tx00T is dring to provide safe access and mobility options with multimodal networks weren into the thrining communities of the Austin region.	
					Dear 1-35 Capital Express Central,	Sui Cimment #5
					Date 155 cignit Express Central, Out Environmental Inspect Statement Thate you for the transformation were not in least sense; you and it is not a state of the sense of the s	
					by 2000. Crisines are measurably more important than congestion and cost the people of the Austin region more – using National Safety Council costs of crisines methodology to compare to Texis ABM Transportation institute congestion methodology. The Text Construction Commission Manual Codes of EARM disease Total Parties to Section Institute to Section Institute Congestion Institute Codes of Codes Institute Codes of Codes Institute Codes of Codes Institute Codes of Codes Institute Codes of Codes Institute Codes of Codes Institute Codes of Codes Institute Codes of Codes Institute Codes of Codes Institute Codes of Codes Institute Codes of Codes Institute Codes of Codes Institute Codes of Codes Institute Codes In	
					and control of the co	
1841	Keit Hardin	3/7/2023	Email	Do not widen/no build	I am concerned that the Draft Environmental Impact Statement does not include meaningful analysis that could help optimize the project toward this specific fload to Zero goal. While reaching zero traffic deaths by 2050 will require massive shifts in individual behavior and sectorology, ensuring that this project is on target to meet the 2055 goal to cut deaths in half is completely double and within TxDOTs greap, based upon the design of the facility and various choices that would	
1071	Nationardin	377/2023	EFFIRE	DAY THAN MARKEY THAN SAME	Amendment of the Control of the Cont	
					proges to more universentations	
	L	1			I .	

1842	Keithle en	3/7/2023	Email	Do not widen/no build	Making55 Program Manager Transmy Konglis. Righters operations are expensed and this paper, determed to have a say in this filled money is upon. Highpers operation takes too large and quasas more accidents and will be tooling to the people. Please execute their in this transmit of the pipe in the control filled plant and will be tooling to the specific plant people. The program Manager Transmy Konglis. The program Manager Transmy Manager Transmy Manager Transmy Manager Transmy Manager Transmy Manager Transmy Manager Transmy Manager Transmy Manager Transmy Manager Transmy Manager Transmy Manager Transmy Manager Transmy Manager Transmy Manager Transmy Manager Transmy Manager Transmy Manager Transmy Manager	See Connect 45
	dez					
1843	Kaitlyn Rodriguez	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Eugport a railway to Austrid	Seconnet41
1844	Kaleb Maskill	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	A rail system between 5A and Austin would be great for the two orised	Sue comment #1
ID	Commenter Name	Date Received	Source	Topic	Connect	Magazinia
1845	Katen	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Falled. Me and the rest of the San Astering-Audin population are extremely interested in a sail system between the two critics. It would make the commute a lot easier for people in both critics and cut down on tradition. So, separately while media controllation in underway. This would greatly improve the lives of commuters in Texas and would benefit the state with the revenue brought in overfirms. A high speed rail would take an hour and a half long top down to 15 critics or less. That is yould	Seconnet #1
1848	Kali Carpenter	500,000	VOH	Do not widen/no build	I believe that the expansion plan should be stopped until more is addressed.	See Comment #5 See Comment #21
				Business/residential displacement	This piles will foce out more local businesses and harm the local economy, and the limited data provided on the positive impacts of the expansion are nowhere near earth the harm this would have on our only a reversity pile and community.	See Commant #21.
				Latent/Induced Demand	We should not be pushing such mission changes in our city's roads that favor gestures of good will to state departments over the economic wellbeing of hundreds of local businesses and home owners.	See Comment #10; See Comment #10;
				East/west connectivity	We food Trust; Hills these are seminary age to such with the finding rise to level a transport both the fine of traffic and and east integration with either foreign page; on a lower level feweray or raise 155 a toolean'd with validable, bits ability opposed. On the finding of the finding of the finding page, on a lower level feweray or raise 155 a toolean'd with validable, bits and a copyright of the finding page. On the finding page of the	
1847	Kam McEvoy	aj conjunta		General Support	Tably approximate the changed on-sempty-less introduced near 2s. Jahres and the 155 changes, where you separated out the setting can from the entering can, without changing the width of 155. I feels has been got an act of bear of the changes of t	See Comment #8
				Public Transit / Multimodal Transportation	More bridges and pedestrian-friendly options to creal 355 would gravity improve Assist. The only not space great option near my house is Manze at 155, and it still feels waity unsafe when fin boycling with my children, Lour of students find in Sack Assist.—currently there is no great way for them to wait, this is compared, which is such a student options.	Sec Comment #13
1848	Kamrie Hammond			Do not wider/no build	Mobility55 Program Manager Tommy Abregio. I think it is incredibly unefficial to those people to use so much space just to make their commute even longer. Thank you far your free and I hope you give this project a second thought.	See Comment #5
				Air Quality/Noise	Statistics who that violening highways actually show shallic and has a devastating effect on the local ecosystem not only so home of native wildfile are destroyed, but as emissions from heavy equipment pollute the air and the second of contraction scene away native species and everyone is forced to consume more reaccines just so they care jet to the same spot ones show.	See Comment #34
				Public Transit / Multimodal	Define the best way to solve the issue of a long commute long term would be to invest in public transport like trains. Trains solve many issues present such as belging people arrive on time with minimal	Suc Comment #13
1849	karsies haynes	2/14/2023	M.Co.E. Water	Transportation	fast ermission, creating reasonable steps between major critics to incourage tourism, and large opportunity for investors to sid in improving the service and dehendrament. Don't expend 3.55 and last often West Chrisa Tex.	Sections 21
1849	Politicals Haythers	2/14/2023	MyCapEx Website - Comment Form	Education residential displacement		
1850	Kanan Brinkman	3/8/2023	Ernail		Making Sample Manager Transport Samper (Samper Manager Transport Samper Tr	See Commers #384
1851	Karen Jambon	3/3/2023	Email	Public Transit, Multimodal Transportation	MakingSi Region Manager Tomory Grego. MakingSi Region Manager Tomory Grego. MakingSi Region Manager Tomory Grego. Making Si Region Manager Tomory Ma	See Connect #13
1852	Karen Kalter			Do not widen/no build	Schrick Town years instrument years of an anguest years in the second of	See Comment #5
				Latent/Induced Demand Bury/tunnel	Theresy expansions often have little to ne effect on improving traffic congestion, and i do not think that the construction and dailys coused by expanding the highway are worth it. Next from tother support a plan to en	See Comment 418 See Comment 425
					Karen Kabler Deart 135 Custat Energia Centrus.	
1853	Kanen Krapa			Do not widen/no build	hs 3.5 Copied Symma Canasis, Charl Convenience Ingent Externant Land Converne Medical on the Michael College, To Commonwealth, and Commonwealth and Converned and the American College Converned and the American College Col	Section 15
				NEPA	hough to historie formerment Products of impaired 1000's recomplying more in amonging invariants but to propose on the hard been done in the 1000 and 1000 amonging invariants and produce of the second of the seco	As dated in section 2.5's of the Environmental Integrat Statement (ES), TOOT has participated in the National Environmental Pulsy, Act (NEPA) assignment program since 2014. Under the NEPA assignment program, ToOT in subject to the same procedural sent absolute to the sa
1854	Karen McGnaw		MyCapEx Website -	Community alternatives Air Quality/Noise	Please to mining any quality and print produced throughout the control of project of control through print of the control of print of the control of the con	See Comment 44 See Comment 934
			Comment Form			
	1			Water quality	Plan for batter capturing, monitoring, and treating of water rurrolf so it does't just find its way into our aheady burdened watersheds, streams, and lakes. Water is a precious resource in Tesas and should be bealed as soor.	See Comment #125
				Public Transit / Multimodal Transportation	in addition, feate must meet legend from max, one can' thriving and built in consideration for light not or their bus lesses that would move that of people at a time.	See Connect #13
1855	Kanen Mendoza		MyCapEx Withsite - Comment Form	Public Yransit / Multimodal Transportation Do not widen/no build	In addition, Team must receive free man, one can "driving and build in consideration for light not or a fewer basiness that beautions that driving must be seen to the seen and make a few or the seen and the seen a	See Commerce 23 See Commerce 45
1855	Karen Mendoza		MyCapEx Website - Comment Form	Transportation Do not wider/no build Business/residential displacement	Phese do not expected CSS in Assistin, Research continues to sides that adding additional sines do not document traffic joins largif term. The risk of times are accordance as not examin. Expending times will counce displacements for trail trail-trail tool Landy field this and think trail.	Sea Comment #5 Sea Comment #2.1
1855	Karen Mendoza		MyCapEx Website - Comment Form	Transportation Do not widen/no build	Please do not required SS in Audio, Museurich continues to show that adding additional lares do not discrease traffic jumps to regit term. The role of contract contractions are not excelled. **Expending laters and count displacements for trade housesess and it and effect that Job Bid Nike and Nike 1916. **Expending laters and count displacements for trade housesess and it and effect that Job Bid Nike 1916. **Extract count descripts to the environment descripts with more connected and an incomplication. **Extract count descripts to the environment descripts with more count in the scalable seed an incomplication. **Extract count descripts to the environment descripts and the scalable seed an incomplication. **Extract count descripts to the environment descripts and the scalable seed an incomplication and the scalable seed an incomplication and the scalable seed an incomplication and the scalable seed and incomplication. **Extract count descripts are considered as a scalable seed an incomplication and the scalable seed and incomplication and the scalable seed and incomplication are considered as a scalable seed an incomplication and incomplication and incomplication are considered as a scalable seed an incomplication and incomplication and incomplication are considered as a scalable seed as a research of the scalable seed and incomplication are considered as a scalable seed as a research of the scalable seed as a scalable seed as	See Connect 45
1855	Karen Mendoza Karen Reagan	2/1/2023	MyCagEx Website - Consment Form Email	Transportation Do not wider/no build Business/residential displacement	Phese do not expected CSS in Assistin, Research continues to sides that adding additional sines do not document traffic joins largif term. The risk of times are accordance as not examin. Expending times will counce displacements for trail trail-trail tool Landy field this and think trail.	See Comment #5 See Comment #5 See Comment #5 See Comment #5 See Comment #54

				Reroute to 130	Before considering evidening PGS, all through traffic should be moved to 130. This could be achieved by eliminating the tolls. Second best would be eliminating tolls on 130 for all through trucks and receiving that they go around the city.	See Comment # 3
				Bike/ped safety	Any retailing should include better and safer pediatrian and bike crossings and interactions, which the current plan does not include. Pedestrian and bike crossings should be wide, not crossing or mingling with traffic, NOT turnels jurisafe for most unamed people), and pleasant and initing.	See Comment #30
				Business/residential displacement	Before destroying local businesses and homes move as much traffic as possible out of the central city. Then resealuate. The current plan is not good for Austin, will not be a safe route either on the readway or in the neighborhoods around it.	See Comment #21
1858	Karen Zhang	2/11/2023	MyCapEx Website - Comment Form	Business/residential displacement	Don't tear down West China Tea. Don't expand I-35, extra lanes do NOT help traffic issues.	See Comment #21
1859	Karina Gavin			Do not widen/no build	Making35 Program Manager Tomay Anego. In color operation are used of contributed in budget words. In color operation to require the requirement on early contributed in budget words. In color operation are a find that the requirement of the color operation are a find our industry propagated, the see better and this. In color operation are a find our industry propagated, the see better and this.	See Comment #5
					I am tired of having to take a freeway just to go to the grocery store. Austin is supposed to be a "cutting edge" city, but road expansions are a 50s idea as a result of car industry propagands. We are better than this.	
				Latent/Induced Demand	Research shows that road expansions — especially freeway expansions — only temporarily fix the problem. We have seen countries times across the country that expansions never solve the problem, they only make it worse.	See Comment #18
					TOTAL TOTAL	
				Business/residential displacement	Homes and businesses demolished, communities broken apart, incredibly encurts of time, money, and resources poured into a project that ultimately only causes harm.	See Comment #21
				Public Transit /	Faces and the purpose of destributed, as more control to be seen apart, included personal ordinance, more, and encourage power later of provided and intensity of organization between the control to the purpose of the destributed of provided personal between the control to the purpose of the	See Comment #13
				Transportation	recise polition and provide applicater intensic or trave to two places trained in a long politic trains. As used good for the copy, as car introduction and provide application from the recise of the copy of the	
				Community Alternatives	OPPOSE TACOT's plans for 135 and 1 OPPOSE expansion. 1 expect TACOT, Austin City Council, and other representatives to stand up for me. And 1 support Rethink 35's plan. 1 hope you will listen to the people of Austin and not the companies that benefit from this expension.	See Comment #4
					of Austra and not the companies that benefit from this expansion.	
ID.	Commenter Name	Date Received	Source	Topic	Comment	Reportes
1860	Karinne Berstis			Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	See Commant #5
					MichighS Program Manager Tommy Abrego. Law a large time Audin resident earl semply oppose explanding USS. I would support a plan that creates more walkable space, given spaces, and increases the safing of the USS contidor, but the current plan does some of these to yes paddiction.	
				Latent/Induced Demand	The expansion will simply drive more traffic onto the high way rather than relieve congestion-this phenomenon is well documented in other cases. More lanes do not solve congestion.	Sax Comment #15
				Air Quality/Noise	Furthermore the destruction required for the expansion is wasteful and creates more impenetrable ground cover, which is a growing concern with increasingly severe weather events.	See Comment #34
1861	Karl Koebel	2/7/2023	Email	General support		Sax Comment #8
					Date Chairman Bugg and Commissioners: Thank you for recognizing that I 35 through Audin is one of the most congulate madesy segments in the Date of Toos. As this seriously additional made way is often content in Nation State of Toos. As this seriously additional made way is often content of the Nation State of Toos. As this seriously additional to register of the ST-Confidence of the State of Toos. As this seriously additional to register of the ST-Confidence of the ST-Confidence of Toos o	
			<u></u>			
1862	Karl Schafer		VOH	Do not widen/no build	More of an effort should be minimize the impact of the I-35 redesign on Austin's existing neighborhoods. The current plans do atmost nothing to address this obvious issue, which should be a major priority for any redesign of I-35.	See Comment #5
				Reroute to 130	in particular, much more should be done to reroute truck traffic along highways that do not travel through central Austin.	See comment #3;
				Air Quality/Noise	In addition, more servicus environmental studies are required to study the impact of the proposed changes on local air quality (esp. fine particulates).	See Comment #34;
					In addition, more servicus environmental studies are required to study the impact of the proposed changes on local air quality (esp. fine particulates).	See Comment #278
				Water quality	In addition, more serious environmental studies are required to study the impact of the proposed changes on local air quality (sep. fine particulates).	See Comment #125;
				Water Quality	In addition, more serious environmental studies are required to study the impact of the proposed changes on local air quality (sep. fine particulates).	See Comment #125
1863	Karl Schmidt			Do not widen/no build	Expanding i-35 seems like an obvious grasp to please a presence that clearly never valts the city of Austin.	See Comment #5
				Racial justice	1.35 was a beautifully executed racial separation device that has done the exact intention of dividing our city. As downtown clearly expands towards 183 it certainly seems the east side is the next frontier of Austin, and to increase the separation of this region seems sity.	See Comment #3
				Public Transit /		Sea Comment #13;
				Public Transit / Multimodal Transportation	The ground is the country of the cou	Sec Communit 413.
				Public Transit / Multimodal Transportation		See Communit #13:
					The grides we need in this world are consistent modes of transportation, alternative options to herdunderly produce large count for at sweets to be trial unity potent that works to be in any system that exists out. Fig. to be in Leader you can be seen, that we need you not requirely expending may. Fee could economize advantage on these countries, such as advantage of trees.	Saw Comment #13: Saw Comment #150
1884	Karly J Williams	1/24/2023	MyCapEx Website	Bike/ped safety	The grides we need in this world are consistent modes of transportation, alternative options to herdunderly produce large count for at sweets to be trial unity potent that works to be in any system that exists out. Fig. to be in Leader you can be seen, that we need you not requirely expending may. Fee could economize advantage on these countries, such as advantage of trees.	
1864	Karly J Withams	1/24/2023	MyCapEx Website - Comment Form	Bike/ped safety	The options are used on the world are countries models of the opportunities, withermotive options to "reduce a transportunities a long country" that seems to be fire and protein that works and, if you fire in Learning you can that a learning and the countries are countries and the	Des Comment & NO
1864	Karly J Williams Kard Irusgia	1/24/2023	MyCapEx Website -	Bixa/ped safety Begional Connectivity	The options are used on the world are countries models of the opportunities, withermotive options to "reduce a transportunities a long country" that seems to be fire and protein that works and, if you fire in Learning you can that a learning and the countries are countries and the	Des Comment & NO
				Binay ped safety Bagional Connectivity Business/residential displacement	The agreem we want on the worst are counter motion of transportation, withermoles given in Young and the service to be fine only graden that wants and, if you time a Learning was to the a transportation of the service to be fine only graden that wants and, if you time a Learning was the service of the ser	See Comment #30 See comment #1
			MyCapEx Website - Comment Form	Binay ped safety Bagional Connectivity Business/residential displacement	The agreem we want on the worst are counter motion of transportation, withermoles given in Young and the service to be fine only graden that wants and, if you time a Learning was to the a transportation of the service to be fine only graden that wants and, if you time a Learning was the service of the ser	See Comment #30 See comment #1
1805	Karol Irusgas	2/12/2023	MyCapEx Website -	Binay ped safety Bagional Connectivity Business/residential displacement	The options are used in this work or invasive amounts entitled. If projection has been a second or the work is a construction, whereas the projection is been and in the work is a construction of the second or the	See Communi 450 See Communi 41 See Communi 42
1805	Karol Irusgas	2/12/2023	MyCapEx Website - Comment Form MyCapEx Website - Comment Form	Basinyand safety Regional Connectivity Business, residential displanament Public Transit, Multimodal Transportation	The options are used in this work or invasive amounts entitled. If projection has been a second or the work is a construction, whereas the projection is been and in the work is a construction of the second or the	See Communi 450 See Communi 41 See Communi 42
1865	Karof Invegios Kat Bentley	2/12/2023	MyCapEx Website - Comment Form	Binay ped safety Bagional Connectivity Business/residential displacement	The agreem we want on the worst are counter motion of transportation, withermoles given in Young and the service to be fine only graden that wants and, if you time a Learning was to the a transportation of the service to be fine only graden that wants and, if you time a Learning was the service of the ser	See Communit 613 See Communit 613 See Communit 613
1865	Karof Invegios Kat Bentley	2/12/2023	MyCapEx Website - Comment Form MyCapEx Website - Comment Form	Basinyand safety Regional Connectivity Business, residential displanament Public Transit, Multimodal Transportation	The globes we need in the sent or experience mobile of the approximate, withermotive options in Youthordow, provides large grown final seams to be the only grown that early grown that early and the sent of the	See Communit 613 See Communit 613 See Communit 613
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1865	Karof Invegios Kat Bentley	2/12/2023	MyCapEx Website - Comment Form MyCapEx Website - Comment Form	Bissynet aufory Regionel Connectivity Bissynet Connectivity Bissynet Connectivity Anisto Stronel, Middle Connectivity Public Stronel, Middle Connectivity Find Stronel, Middle Connectivi	The grown we will on the work or exception motion of temperature, wherein explane is "which work or exception or "which work or the second or the work or exception or "which work or the second or "which work or the second or "which work or "which	See Comment #1
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1860 1866 1867 1868 1869	Rand frompas Mat Berling Nate Optimise Auto Optimise Auto McCarriel Auto McCarriel Auto McCarriel	2/12/2023 \$/24/2023 \$/20/2023	MyCapE+ Website Commert Form MyCapE+ Website Commere Form MyCapE+ Website Commere Form MyCapE+ Website Commere Form	Blacyset subtry Regional Connectivity Regional Connectivity Black Standa, Vestilential displacement Public Transis, Vestilential displacement Transportation Anality Standa, Malifer Standa, Transportation Transportation Displacement, Vestilential displacement Capan, Vestilential displacement Capan, Vestilential displacement Capan, Vestilential displacement Capan, Vestilential displacement Displacement, Vestilential Displacement, Ve	In given we and on the world are coupled mobile of any option that works are coupled mobile of any option of any option that works are coupled in the world are coupled in the coupled of	See Comment #3
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1874	Ketherina Stoll	1/13/2023	Email	General support		See Comment #3
1874	Katharina Stoll	1/13/2023	tmail	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Texas, As this seriously outland readway is often collect the Main Street of Texas, as this seriously outland made and exist and the region of the seriously outland made and exist and the region of the seriously outland made and exist and the region of the region and immense growth we are experiencing in our great State.	See Comment #S
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
1875	Katharine Gotimer		MyCapEx Website -	Do not widen/no build	Nuito.	See Comment 45
			Comment Form		Terms a member of the Cherrywood neighborhood of Austin and writing to submit comments regarding the CapEx project. I'm a supporter of the upper deck removal but phase urge you to:	
					Thank you for your consideration. Kate Gctimer	
				business/residential displacement	Minimize the highway expansion into the Cherrywood neighborhood, which would impact my home and children's daycare.	See Comment #21
				caps/deck plazas	Do not design/build the Chernecod seatment in a way that precludes future capping/decking between Dean Keston and Arroort.	See Comment #42
					Do not design/build the Cherrywood segment in a way that precludes future capping/decking between Dean Keaton and Airport. Do not design/build the Cherrywood segment in a way that precludes future capping/decking between Dean Keaton and Airport.	
1876	Katharine O'Kane			business/residential displacement	Please do not expand ISS in 2025. We love the local trusinesses and if they were displaced it would be a massive harm to the local economy, local culture, and local population.	See Comment #21
1876	Katharine O'Kane	(woman	My Cap			
			Ex We	Reroute to 130	Please focus on the expanding highways outside of the center of the city like 130 - there is absolutely no reason to add additional lanes that out through the middle.	Seconnect#3
1877	Katharine Sucher			Community alternatives	Mr TADOT TADOT,	See Comment #4
					TRACE know that constituents oppose expanding 135 and worst you to explore alternatives such as Reconnect Austin and Rethink35.	
				Latent/Induced Demand	All urban planners and experts know that expanding highways does not reduce traffic congestion (just look at the Katy intendate in Houston) and in fact INCREASE congestion due to Induced Demand.	See Comment #18
				Public Transit / Multimodal	I have lived in Austin in 2019 and want it to be my forever home. Safe, pressant, bikeable and pedestrian-friendly infrastructure will go a long way towards making that happen.	Sup Comment #1/3
				Transportation		
1878	Katheri ne	2/11/2023	MyCapEx Website - Comment Form	Business/residential displacement	I value west Chine teahouse and if the highway is expanded it will be decimated	See Comment #21
	dannen maier					
1879	Katherine Ericksen				Maintain Segment Message Tempor Segment (Pempor	See Comment #51
				Climate change	have been proven again and again not to work. Audits should be a national leader in climate eductions, and this expansion gets us no dear of that vision.	
					r expect xxxvvv, waxern city counce, and other representatives to stand up for me and our Austin community and oppose this expansion.	
				Public Transit / Multimodal	A public transit-first project could transform and invigorate Austin's economy and communities.	See Comment #33
				Transportation		
				Do not widen/no build	In 600T ACCT. FOOT. F	See Comment #5
					Cart Deliver in the year 2023 I am having to self a DOT that expending a highway is a baid idea. It is well known that highway productive mercepotates regions, and against the Self-Self-Self-Self-Self-Self-Self-Self-	
					1.4 year ago to get a PhD in transportation engineering, where we did a deep dive into tailfic dynamics, travel demand, land use and transportation connection, etc. The evidence is clear: highway expansions do not work. It is truly became that a COT would even consider highway expensions.	
					THOSE 3 transportation improvements would be absolutely amazing: giving people OPTIONS, giving people SATE passage, and giving people that time back to be PRODUCTIVE (either working on the train,	
1880	W				Tribing their could also getting electrons; WARC-UP DOUBLE ITES in not one 1990a. Use ITES the ZIAL century and implement what see show this region needs—and it is not more regimely larnes.	
2000	Kazienna kam			Latent/Induced Demand	Langua in Antia and have extended with companion 18 199. Manusual lanes and this of DV 65 and DV 197. SD 71 and that traffic companion and an extended and an extended an extended and an extended and an extended and extended an extended and extended an extended an extended and extended an extended and extended an extended and extended an extended and extended an extended and extended and extended an extended and extended an extended and extended an extended and extended an extended and extended and extended an extended and extended and extended and extended and extended an extended and e	Sax Correrant # 28
				Carry II DOOD Delland	I giver up in Austin and have waith-net with every highway expansion (IS 183. Mopus bil lanes, addition of SP 45 and SP 13.0, SP 11, etg that traffic congestion just comes back. Look at LS 183-now under expansion yet again. Why observable congestion comes back because wide with extensives, that propely have been beging for such as a subject to the complete of common back because wide wherever, that propely have been beging for such as a subject to the common back because wide wherever the property have been beging for such as a subject to the common back because wide wherever the property have been begind for support to the back of the property wide as a final for support to the back before the property wide as a final for support to the back traffic or such as a final for support to the property wide a	JOB CONTROL TO ANY
					Integratic continues risk service storing the in-35 continue, are being configurated to the oversiment of the econtainy and substantiality of the region. Explant in-35 and training configuration will retain that is a fact that cannot be disposed.	
				Bury/tunnel	3) Depress IH-35 through Austin so that the east and west can reconnect again- a lin ear park for walking, biking, and low speed electric vehicles.	See Comment #25
ID.					Comment	Burney.
		Date Received				Опаралия
	Commenter Name	Date Received	Source	Regional Connectivity	What should be done with that money instead? 3) Fund high speed passenger all behaven Dallas Fort Worth-Austin-San Antonio (to sugment Houston-Dallas rocks), preferably with magine, which is the harter outer technology (in-risk) of decisionant floater and non-base decision in the harter outer technology (in-risk) of decisionant floater and non-base decision in their	Sale connect #1
	Commenter Name	Date Received	Source	Regional Connectivity	What aboud to done with that move junised? 12 Ford high speed passager rail between Dallas Fort Worth-Austro San Attoris to suggested throuten-Dallas routing preferred years and declaration. He was not on how a shaper arms and higher stopes, as readed), 2) Find regional commonter sail brains between Gaugetone and San Attoris to high restricts access employed and for the New San San San San San San San San San San	See connect #1
	Commenter Name	Date Received	Source	Regional Connectivity	What should be done with that move produce? If freed high speed passenger and between Dallies for this this Autor das Actions to augment Houses Dallies retail, preferably with margins, which is the batter, suffer sectionality provide of excellents. Hoter, and can have shapers cross and higher slopes, as needed; 2) find regional communior as I brain between Garageters and Sain Antonio to help workers access employment and not have to drive just of as that it has don't get.	See connect #1
1881	Commenter Name Katherine Mahoney	Date Received	Source	Regional Connectivity Property of the second of the secon	workers access engigyment and not have to drive good risk their fives doing so.	Sea connect \$1.
1881	Commenter Name Katherine Mahoney	Date Received	Source	•	workers access employment and not have to drive joed risk their fives doing up. The unding fully to oppose the expension of 15% 1 live on the East Side middlows. The unding fully to oppose the expension of 15% 1 live on the East Side middlows. The unding fully to oppose the expension of 15% 1 live on the East Side middlows. The unding fully to oppose the expension of 15% 1 live on the East Side middlows. The unding fully to oppose the expension of 15% 1 live on the East Side middlows.	
1881	Comminter Name Karherine Mahoney	Date Received	Source	•	waters across employment and not have to disk paid risk their face during up. Fine arting tably in oppose the apparent of 25%. The on the deat disk malebox, one of the part from non one paids. The employee the apparent of 25% through during the high malebox of the part from the part from non one paids. The employee the apparent of the part from the	
1881	Committee Name Kartherine Mahoney	Date Received	Source	Do not wider/no build	warkers access employment and not have to drive joint risk that 'twee doorg act. The variing tabley to oppose the expension of USS. The on the East Side entition. If they is far to book from the mean that is the intended and expension of the risk, the fact of or from no stop traffic. To entarge the huge matches that is 155 through Audin, bisecting the city with a horothe mean, first the face of what makes a calculation. The most provise afterminists to this redictally failed plan.	
1881	Commenter Name Katherine Mahoney	Date Received	Source	Do not widen/mo build Disay/ped safety	waters access employment and set have to disk pand risk that free dainy on. Fire artifact body to oppose the apparent of 255. The on the East bids endows. Fire artifact body to oppose the apparent of 255. The on the East bids endows. It is a fire a fi	Sea Contract #5 Sea Contract #5
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1882 1883 1884 1884	Kathleen Ensey Kuthleen Matz Kathleen Matz	2/6/2023 3/2/2023 2/6/2023	SlyCayE+ Website- Commant Penn Ernal MyCayE+ Website- Commant Form	Dos not wider/trio holid Bits yeard waterly Restricts to 3.30 General support Restricts to 3.30 Applied places Resid justice Public Transet / Multimodel Transportation Wilders Do not wider/tro holid Ar Quality/Risins	whether some employers or open the segment or 15% has been for the fact that will be found on the fact that the fact of the fact that the fact of the fact that the fact of the fact that the fact of the fact that the fact of the fact that the fact of the fact that the	Des Comment 450 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45
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1882 1883 1884 1886	Kathour Mutz Kathour Mutz Fashio Gi McCool Gi MCCool Gi MC	2/6/2023 3/2/2023 2/6/2023	SlyCayE+ Website- Commant Penn Ernal MyCayE+ Website- Commant Form	Dos not wider/trio holid Bits yeard waterly Restricts to 3.30 General support Restricts to 3.30 Applied places Resid justice Public Transet / Multimodel Transportation Wilders Do not wider/tro holid Ar Quality/Risins	where some employers and not have by the good on the first to the data that is a contract of the contract of t	Des Comment 450 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45
1883 1884 1885	Kuthisen Enay Furthern Matz Futhern Matz Futhern Starterd Futhern Starterd	2/6/2023 3/2/2023 2/6/2023	SlyCayE+ Website- Commant Penn Ernal MyCayE+ Website- Commant Form	Do not wider/tro holid Bits year author Bits year author Remote to 130 General support Paracle to 130 Applythesis plasses Reads justice Public Tearset / Multimodel Ton not wider/tro holid An Quality/ficiose Public Tearset / Multimodel Ton not wider/tro holid An Quality/ficiose Public Tearset / Multimodel Ton not wider/tro holid	whether some employers and and have the day part of all that for the fact that could go The country of the country of the specimen of 15% To the part of the country o	Des Comment 450 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45
1882 1883 1884 1886	Kathour Mutz Kathour Mutz Fashio Gi McCool Gi MCCool Gi MC	2/6/2023 3/2/2023 2/6/2023	SlyCayE+ Website- Commant Penn Ernal MyCayE+ Website- Commant Form	Dos not wider/trio holid Bits yeard waterly Restricts to 3.30 General support Restricts to 3.30 Applied places Resid justice Public Transet / Multimodel Transportation Wilders Do not wider/tro holid Ar Quality/Risins	whether some employers and and have the day part of all that for the fact that could go The country of the country of the specimen of 15% To the part of the country o	Des Comment 450 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45
1882 1883 1884 1885	Kuthisen Enay Furthern Matz Futhern Matz Futhern Starterd Futhern Starterd	2/6/2023 3/2/2023 2/6/2023	SlyCayE+ Website- Commant Penn Ernal MyCayE+ Website- Commant Form	Do not wider/tro holid Bits year author Bits year author Remote to 130 General support Paracle to 130 Applythesis plasses Reads justice Public Tearset / Multimodel Ton not wider/tro holid An Quality/ficiose Public Tearset / Multimodel Ton not wider/tro holid An Quality/ficiose Public Tearset / Multimodel Ton not wider/tro holid	where some employers and not have by the good on the first to the data that is a contract of the contract of t	Des Comment 450 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45
1882 1883 1884 1885	Kuthisen Enay Furthern Matz Futhern Matz Futhern Starterd Futhern Starterd	2/6/2023 3/2/2023 2/6/2023	SlyCayE+ Website- Commant Penn Ernal MyCayE+ Website- Commant Form	Do not wider/tro holid Bits year author Bits year author Remote to 130 General support Paracle to 130 Applythesis plasses Reads justice Public Tearset / Multimodel Ton not wider/tro holid An Quality/ficiose Public Tearset / Multimodel Ton not wider/tro holid An Quality/ficiose Public Tearset / Multimodel Ton not wider/tro holid	whether some employers and and have the day part of all that for the fact that could go The country of the country of the specimen of 15% To the part of the country o	Des Comment 450 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45 Ses Contrent 45

	_					See Communi 8.3
1889	Kathryn Anderson		MyCapEx Website - Comment Form	Public Transit, Multimodal	About the US changes- Please have a larne in both directions dedicated to buses. Please have on- and off- samps dedicated to buses.	See Comment #23
				Transportation	`	
				Water quality	Phase make sure that no distincte abos into our lake.	See Comment #125
					Please make sure that no drainage goes into our take. Thank you.	
				Air quality	Phase incorporate more frequent measures of air quality.	See Comment #558
1890	Kathryn Arnold			Do not widen/no build	MobilityS Program Manager Tommy Alongs. The host is Audition by which life and how seen many changes, not all of them feronable. We have an opportunity here to have a positive impact on the city and we should not squared in it by separating (35. There is no reason to think this will improve will. To good the anomat of money for a movelation is address. I support development that puls people and the environment finity, not care.	See Comment #S
					impose traffic. To spend this amount of money for a non-solution is budcrous. I support development that puts people and the environment first, not cars. Kathrya Amoli	
				Public Transit / Multimodal Transportation	More mass transit. Fever highway lanes using up valuable space in town.	See Comment #13
1891	Kathryn Flowers			Air Quality/Noise	Mr TADOT, Dear TADOT,	See Comment #34
					Time writing in registed to the 1-35 expansion project. I nam concerned and dismayed with plans to move forward on a significant expansion. In addition, this highway expansion is worse for the environment - our air, the aquifer, and other important natural features. More povement and built environment will not achieve those goals, which are shared by most Austin residents.	
					In accident, this ingritively expansion is some the time interior meter. Our air, the algulant, and other important natural netures. None parement and dask enforcement will not accesse mose guale, which are shared by most Austria resolution.	
				latent/Induced Demand	Expansion of highways is proven to induce demand, and will make Assân more dangerous.	See Comment #18
				Do Not Widen/No Build	Car crashes will increase and pedestriam and cyclists will be in further danger. Every death due to a traffic crash is an unnecessary one.	See Comment 45
				Public Transit / Multimodal	I don't want to use 155 now, and I won't want to use it when it expands. I want a washable, bisable, LVFABLE chy	See Comment #13
				Transportation		
				community alternatives	I would like TxCOT to invest money in a full study of alternatives proposed by Rethink2S and Reconnect Audin. These are community supported alternatives with significant support.	See Comment #4
1892	Kathryn Goodwin			Do not widen/no build		See Comment 5
1032	Awari yii GOODMII			So ma wolft/no build	Abstract Singles Manager Enters (special) Have a greated the large and baseling of the Strategy Control Audit including my neighborhood from Dean Karton to 162, 2001, Limitor conver use 152.5 for my local tripic. I use local residence, which are offer not crossed used used during the large device the large strategy control from Enters (see Enters 100 and	
					highways that go through the center of their city. We can do it too. Texas has a real opportunity here to join other cities in creating an alternative to widening an intensitate highway which should never have gone through Austin in the first place.	
				Latent/Induced Demand	History has shown that expanding an existing highway creates more traffic.	See Commant #18
				Reroute to 130	Seven percent of the traffic is a lot and these trucks could go around Austin on Highway 130.	See comment #3
				Business/residential displacement	White I appland taking down the upper deck I am against widening the IHSS highway and destroying around 100 buildings including a day care center with 200 students and numerous homes near where I	See Comment #21
					line.	
1893	Kathryn Goodwin		VOH	Do not widen/no build	Instructed the public meeting held by TIDCs at the Millerium Compiles. While I am in agreement that the Upper Deck between Manor Road and US 200 should be form down, I am against the widening of IH 355 between Revenue Chris and US 200.	Sau Comment 45
					35 between Riverside Drive and US 290.	
				Reroute to 130	They in the area coses to E380 1,2 Street, and have lived there for over 40 years, I use the local portion of 0155 less then 5 persent of the time. Take local roadways and find they are not usually crowded even during rush frout. I am appailed by the large commercial tracks on hi 55 during during the late athenone and evening. They are 7 persent of the traffic that is a lot. They code go around Highway 150.	See comment #3;
					even during nush hour. I am appalled by the large commercial trucks on IH 35 during during the late afternoon and evening. They are 7 percent of the traffic that is a lot. They could go around Highway 130.	
				Business/residential displacement	I am hotaly against widering the highway through central audio which would deathry about 100 buildings including a day care center for 200 children. Surely ThDot can join other large clies in the LIS who have close a large in tiges of the control large clies in the LIS who	Sax Gerenat #21
					tore down a large highway through there inner cities. Please join them.	
1894	Kethryn McArdle		MyCapEx Website -	Do not widen/no build	1 firmly oppose the planned expansion of 135 through Austin, including (but not limited by the section between MLK and Auport Boulevarts, for many researce, but in light of this environmental impact study, I will focus have on servinormental harms.	See Comment #5
			Comment Form		will focus haire on environmental harms.	
				Air Quality/Noise	Several mass revisional assistance studies have attend a distinct insert to information and interest to increasing a training and interest to increasing and increasing and interest to increasing and interest to increasing and increasi	Sau Comment #34
					Several piet evolved acidentic studies have shown that adding farms to highways only serves to increase new traffic, adding congestion and - importantly for this environmental inspiral study, womens air and water plantion and adds canton memissors. There is just no wij that adding laises to 153 is good for the environment. Any plant to aller 153 should be done in ways that MPMOVE the environment, not visions in, and improve professor for cora travel and action and actions. The professor is the contract of the contract o	
					I cannot support the current proposal for the restricturing of 130 through Central Asiatin. It does to do enough to enhance the laws of channels will be a real asiation to the project. Quality the opposition, and office and any opportunity that will enable the project of the current proposal for the restricturing of 130 through Central Asiatin. It does to do enough to enhance the laws of channels will asia through central Asiatin and any opposition, that will explorately increased worked principle to the control of the contro	See Comment #5
					Scientification of the married new sources with in discharge of the first find and present of the first find and the first find	
					at this refresses come or Affort observed are 130 (between 2 the company of the c	
					specia as may enter in intrinsign fraction may not control or control of the cont	
				Do not widen/no build	I cannot support the current proposal for the restricturing of 1.55 through Central Audion. 1 dows to do sensing this enhance the less of citizens who have in the area subjected to the project. Quit the opposite, current proposal for the restricturing of 1.55 through Central Audion. 1 dows to do sensing this enhance the less of citizens who have in the area subjected to the project. Quit the opposite current central proposal for the restricturing of the central proposal for the restricture of the central proposal of the central	
				DO NO. WIDELY TO DUTIE	the remove the classic properties and the registron force of the reg	
					This lay it will make the work to first be their software for the state individual to the state in the state individual to the	
1895	Karthy Bolstorff		MyCapEx Website - Comment Form			
				Community alternatives	Instead of 1-35 expension, I support proposals like those from Rethinid 35 and Reconnect Austin. Let's designate a highway that dosen't go through the heart of Austin, such as 59-130, as an interstate. Let's replace 1-35 with a transit and padestrian friendly Great Streets boulevard, similar to the original East Avenue that it replaced. This plan will be safer for the many pudestrians and cyclets (like my sors) who	See Contrast #4
					replace 1-25 with a trained and patientinal monthly Creek Stivests boulevairs, similar to the original East Avenue that it replaced. This plan will be safer for the many pediastrians and cycletic (like my scri) who base their lives in their Institute is hely right to creek 15% at Appret to go to school/wink.	
				Defwood	Please also reference the position Netter from the Delevood 2 Neighborhood Association, which I fully support.	See Commant # 194
				East/West Connectivity	It does not do enough to alleviate the east/west, barrier that was created by its initial construction.	See Comment #20
ID.	Commenter Name	Date Received	Source	Topic	Comment	Reportes
				Reroute to 130	The proposal seems mostly designed to accommodate those wish to pass through Austin rather than those who live in Austin. This is what SH-130 is there for!	Sax Comment #3
1896						
	Kathy Carr	1/11/2023	Email	General support	Dear Chairman Bugg and Commissioners/Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Yexis. As this seriously outdated roadway is often	Saw Corresent #8
	Kathy Carr	1/11/2023	Email	General support	Date Chairman Bugg and Commissioners/Thank you for recognizing that 1.55 through Austin is one of the most conjected madeay segments in the State of Tossa. As this seriously outdated roadway is often coaled the Main Street of Tessa. As Tossa should use of the Osda and decisive action to transfer this critical selected, or infrastructive into a madeay to the sile accommodate the respirate goal and immense growth was are openiencing in our great State. Accordingly, in arming buggly to seprence any complex support for the SSS coaled beginned by spread to Tessa State State support for the SSS coaled by State	Sea Contened #8
	Kathy Carr	1/11/2023	Email	General support	The Character Suggest Commonwealth only as of an explanate fact of 5 mongh Amill. New of Fact was supported to their agreement in the Star of Facts and such as contracted to the supported to th	See Convent #8
	Kathy Carr	1/11/2023	Email	General support	Two Channels Buggerd Commissions Channels on the registering facility Strongs April 1 and 4 for accurage and coloring agreement in the Star of Ease. As it is invalided interest and coloring agreement in the Star of Ease. As it is invalided interest and coloring and coloring agreement in the Star of Ease. As it is invalided in the Star of Ease. As it is invalided interest and inte	See Comment #8
4007		1/11/2023	Email		1001.5. Mopie Expressivey, Barton Styrony 2, Suth 450, Austin, Years 78746 www.jedurn.com drived 737.261.0793	
1897	Kathy Carr kathy garland	1/11/2023	Email	General support Do not wider/no build	1001.5. Mopie Expressivey, Barton Styrony 2, Suth 450, Austin, Years 78746 www.jedurn.com drived 737.261.0793	See Connected 8
1897		1/11/2023	Email	Do not widen/no build	2001 S. Nove-Operating Barrier Dyway 2, Saint-500, Austin, Tears 787-64 sweepinden.com direct 137-266.0793	See Comment #S
	kethy garland	1/11/2023		Do not wider/no build Reroute to 130	2001: Mose Expresses, Barton Dyway 2, Sank 450, Astin, Tear 787.46 sweapdam.com drest 137.256.0763 pagestations pagestation pagestatio	Ser Comment 45 Ser comment 43
1897		1/11/2023	Email MyCapEx Websita Commert Form	Do not widen/no build	2001: Mose Expresses, Barton Dyway 2, Sank 450, Astin, Tear 787.46 sweapdam.com drest 137.256.0763 pagestations pagestation pagestatio	See Comment #S
	kethy garland	1/11/2023		Do not wider/no build Percusia to 130 Do not wider/no build	2001 S. News Expresses, Burrian Dyway 2, Saint 450, Antarin, Tears 782 46 sweep advance can dreed 137 240.0783 permitted building principles. MichigoS Program Manager Transp Gangle. MichigoS Manager Transp of Gangle. MichigoS Manager Transp Gangle. MichigoS Manager Transp Gangle. MichigoS Manager Transport Gangle. MichigoS Manager Transpo	Soc Contract 43 See Contract 43 See Contract 45
	kethy garland	2/11/2023		Do not wider/no build Reroute to 130	2003. Nover Expresses, Barrier Dywys 2, Sale 450, Autor, Tears 782 64 (swe) indexed 202 550.0758 () About plan Page 1 Amount of business preference of the control of the	See Comment 45 See Comment 45 See Comment 45 See Comment 45 See Comment 45
	kethy garland	1/11/2023		Do not wider/no build Percusia to 130 Do not wider/no build	2003. Nover Expresses, Barrier Dywys 2, Sale 450, Autor, Tears 782 64 (swe) indexed 202 550.0758 () About plan Page 1 Amount of business preference of the control of the	Soc Contract 43 See Contract 43 See Contract 45
	kethy garland	1/11/2023		Do not wider/no build Percusia to 130 Do not wider/no build	2003. Nover Expresses, Barrier Dywys 2, Sale 450, Autor, Tears 782 64 (swe) indexed 202 550.0758 () About plan Page 1 Amount of business preference of the control of the	See Comment 65 See Comment 65 See Comment 65 See Comment 65 See Comment 65
	kethy garland	1/11/2023		Do not wider/no build Percusia to 130 Do not wider/no build	200.5 Nove Expresses, Barrier Diyevy 2, Saint-500, Austr., Town 767-64 versiphose count river 137-506.0793 proprietations of the control	See Comment 45 See Comment 45 See Comment 45 See Comment 45 See Comment 45
	kethy garland	1/11/2023		Do not widen/his build thereine is 130 Do not widen/his build America is 130 America is 130	200.1 Silvey Expressed, Burken Diywoy 2, Saint 450, Antern, Team 782.46 swamplaters cann diven 137.240.0783 many individuals predictionals Maching Shington Manager Training Gorgels Saint 450, Antern, Team 782.46 swamplaters cannot be sent to s	See Comment 45 See Comment 45 See Comment 45 See Comment 45 See Comment 45
1898	Northy garland Northy L Jackson	3/11/9023		Do not wider/no build Percusia to 130 Do not wider/no build	200.1 Silvey Expressed, Burken Diywoy 2, Saint 450, Antern, Team 782.46 swamplaters cann diven 137.240.0783 many individuals predictionals Maching Shington Manager Training Gorgels Saint 450, Antern, Team 782.46 swamplaters cannot be sent to s	See Comment 45 See Comment 45 See Comment 45 See Comment 45
	kethy garland	3/11/2023		Do not widen/his build thereine is 130 Do not widen/his build America is 130 America is 130	200.5 Nove Expresses, Barrier Diyevy 2, Saint-500, Austr., Town 767-64 versiphose count river 137-506.0793 proprietations of the control	See Comment 45 See Comment 45 See Comment 45 See Comment 45
1898	Northy garland Northy L Jackson	1/11/2023		Do not widen/his build thereads to 330 Do not widen/his build Amends to 330	200.1 Silvey Expressed, Burken Diywoy 2, Saint 450, Antern, Team 782.46 swamplaters cann diven 137.240.0783 many individuals predictionals Maching Shington Manager Training Gorgels Saint 450, Antern, Team 782.46 swamplaters cannot be sent to s	See Comment 45 See Comment 45 See Comment 45 See Comment 45
1898	Northy garland Northy L Jackson	1/11/2023		Do not widen/his build thereads to 330 Do not widen/his build Amends to 330	200.1 Silvey Expressed, Burken Diywoy 2, Saint 450, Antern, Team 782.46 swamplaters cann diven 137.240.0783 many individuals predictionals Maching Shington Manager Training Gorgels Saint 450, Antern, Team 782.46 swamplaters cannot be sent to s	See Comment 45 See Comment 45 See Comment 45 See Comment 45

				Caps/Deck Plazas	Large copy done, not more stitches, are imperative if the highway's current between does not significantly shrink. A fall from Central Deck is preferable to stitches, which are unlikely to be used for purposes other than treated.	Set Comment #42
1900	Kathy Smith	3/6/2023	MyCapEx Website - Comment Form	General Support	Farths in support of the 135 Capital Express Central design as proposed by TuCOT. Thinks you for your dedication to serving the obtaine of Texas.	See Comment #8
1901	Kati Schuesael	1/24/2023	Email	General support	That Teams Sign and Commissioners. This is not immediately that ISS Straigh, Audit to see if it is not copyaging about an appearance in the State I State. As the Association placed in the second and in the seco	See Commet 48
1902	Kati Schuessel	2/8/2023	Email	General support	Our Charmon Brigg and Commissioners: Them you for recogning that 135 through Audits is use of the most congested enablesy supports in the State of Texas. As this variously addited coaclesy is the coalled to be for State of Texas. As this variously addited coaclesy is discontinuously in the State of Texas. As this variously addited coaclesy is discontinuously in the state of Texas. As this variously addited coaclesy is discontinuously in a consequently and it accommodated be registed immoss grown as are operated by an organized by a register of the STATE of t	See Commert 68
					Assistant Proport Manager ACQUA Assistance in a support Manager and Assistance a	
1903	Karlie Douphrate	1/30/2023	Email	General support	Our Chammes begg and Commissioners Thank you for recognizing that 135 trough Audin is one of the most congoined readiney augments in the State of Teass. As this serviced youthfood readiney and the control of the state of the control of the state of the control of the state of the control of the state of the state of the control of the state	See Comment # B
1904	Kase Howard			Do not wider/no build	MobilityS Program Manager Tommy Acrego. Lam against the HI SS equations through Austin. Expanding highways down not work. I would much rather see a bouleward through town or expansion of public transportation.	Sai Commit #S
				Business/residential displacement	Expanding 35 will force local businesses to close and I am opposed to that as well. I expect TxCOT, Austin City Council, and other representatives to stand up for me.	See Comment #21
					Mobility35 Program Manager Tommy Abrego, I am a resident of the Rosewood community and I sincerely OPPOSE TADDT's plans for I-35 and I OPPOSE expansion.	See Connect #S
1905				Do not widen/no build	MobilityS Program Manager Tomany Straigh. Less assisted of the Beause of commission and all secrets' OPPOSE MODIFY Space for 155 and 1 OPPOSE expension. Less assisted in the Space and the Space an	
1905	Katie Mette					
				Public Transit / Multimodal Transportation	haver our two gris to give up in a neighborhood, not a congeleded, construction zone. We nice the busine and the town, and would love to see the city put more efforts trisseds public treaset that can help local resident around the city.	See Commerce #13
1906	Katie Orr	3/7/2023	Email	Community Alternatives	MobilitySS Program Manager Tommy Abrego, My name is Yalon. I am a resident of Audin, TX and I oppose the expansion of I-SS. Transforming an already car-centric city into one own less walkable is a message to the city of Audin that it values CAPS over PEDIRE. Expanding the highway.	See Comment #4
					MobilityS Program Manager Tomory Acrego. My reason & Section 1 and a resident of Austra. The self oppose the expension of 1.55. Transforming an already an extention (by into one ears less welf-able in a message to the day of Austra that it was been as the section of the sect	
1907	Katie Spence	3/6/2023	Email	Bike/ped safety	In TOOT LOCK. Separating 153 to the only bring many traffic and comparison to control Austin. That means over politicate has, Now seen this in action in the alternated of the 150 expension in Key, TX. This project should include linear a goal of making Austin more variables and bits ealth. Please use Procreased Austin and RetrinkS to study changes to 35 that could be made that would leasen the bad impacts of expension.	See Comment #30
1908	Katie Vignery	\$14,000		Do not widen/no build		See Comment 45
					Natio. The property process shade the based writer of the proposed to St. separatory proc. The process process process shade the based writer of the proposed to St. separatory proc. The process p	
				Reroute to 130	Takes strongly encourage TxDOT to consider requiring trucks to use Texas 130, Reducing or eliminating tolls is a sensible step toward making this option more palabable to truckers.	See comment #3
1909	Katrina Fairlee			Do not widen/no build	In 1007 INCE. It must be supported the current 35 equission piles. I reagine 2 wifests on Audion hader what will be regions. The rever seen a new lighting fits build; issues, it just allows for more case and more congestion. Audio should be loaking maseria sharenbown in gene infrastructure and transportation. It is just plan uply. Audin close not need this going through the content of the city. Builds.	See Comment #5
1910	Katrina Meredith	2/20/2023	VOH	Business/residential displacement Community Entailment	It will scream traffic, displace bosiness and homes, and discourages alternatives to driving. Austin should not add more concrete in the 135 consider. Desertions Alliance e-newletter and MoS e-newslatur	See Comment #21 See comment #200
1911	Katrina N			Latent/Induced Demand	Mobility\$5 Program Makinger Entires Acaigs, 15.00Th process in this project is faces it improves shocked Demand, construction impacts, particulate matter publictor from the wear. The failure of almost all highway expansions, the access of freeway removals, and that life in the public of the second process in the project is faced in the property of the public of the second process of freeway removals, and that the public face faced in the public of the second process of freeway removals, and that the public faced in the public of	Six Comment #18
				Air Quality/Noise	Highway expansions DDNT work. They worsen congestion (as we saw with the Kary Freeway), air noise and water pollution, safety, and triansportation options beyond driving.	See Comment #34
1912	Katy Alkina	3/7/2023	Email	Ar quality/Christochungo	The Copy Plane find antabel pulse comment for Table Sheet Capitine in the 155 Cent III Del to Electromental Impact Statement, 19 and 19	
1913	Katy Baldock			Do not widen/no build	Abbit(55) Program Manager Tomay brown. As a permanent received in density of much density of the second of the second will do much more have than good. It's not worth it to put Audio residents through this for a short-term has permanent received in density of much more have than good. It's not worth it to put Audio residents through this for a short-term has permanent or the second of the contract of the contr	Sea Comment #5
				Air Quality/Noise	Lo not think this will effectively solve our problems with a growing coty, it ignores the actual needs and welfare of Austin residents, will do none harm with construction and pollution, and many more negative impacts.	See Comment #34
1	1			Community Alternatives	support alternative methods that will do more to solve this issue, such as the Refrield-SS proposal.	See Comment #4
			1	Community Alternatives	respont water terminate view, with JD model to blooke this loaded, auch as the metriting of proposes.	Annual Control of the
ID _	Commenter Name	Date Received	Source	Topic	Comment	Responses
1D 1914	Corresential Name Katy Gentry	Date Received 1/31/2023	Source MyCapEx Website - Comment Form	Topic Regional Connectivity	Comment U) sat twell online a high speed train between Austin and San Antonio Institute of Malting in baffic. Half, maybe even connect Dallas and Sath Public while you've at it.	Reported Set connect £1
1914 1915	Commenter reside	Date Hecenes	Source MyCapEx Website - Comment Form VOH	Topic Regional Connectivity Do not widen/no build	Comment (I) and two to risk a kingly speed from between Audio and San Antones instead of alloing in Israfic. Hell, respine even connect Delian and Sath Pulse while power at it. (Into Sunday Sath Sath Sath Sath Sath Sath Sath Sath	Reported Set connect #5 Set Connect #5
1914 1915	Katy Gentry	Date Hecenes	Comment Form			
19 14 19 15	Katy Gentry	Date Hecenes	Comment Form	Do not wider/no build	This ballward TGOT lim. There is no heaving us not about the lighway expansion. As a decade long Austin resident, and commone who hopes to line here with the day life. I would be staurchly appoind to the large expansion. In a large expansion of the large expansion is the large expansion of the la	See Comment of S
1914 1915	Katy Gentry	Date Hecenes	Comment Form	Do not widen/no build Public Transit / Multimodal Transportation	Nation belowed TACPT face, there is for heading ou not, about the highway reparation. As a decade long Austin resident, and commons who hopes to live here until the day I dis. I would be allowed by appointed to the highwa	Das Connect #3 Das Connect #13

1916	Kavi Laud			Public Transit / Multimodal Transportation	What Austin needs is more public transit and a totil-free legals for 155, not even more laines outling through town.	San Comment #13;
			-	Latent/Induced Demand	Highway traffic will simply expand to fill the new capacity.	See Comment #150:
				Air Quality/Noise		See Contract 244
					Righway notion shisteness strategies - as a resident of the Trans Green Condominium community, at 1354 Marysou Drise, Austin Ti, 1855A, shutured on the west sale of the proposed his Shi right of way and water frozing are of brisen throughout and cold for Drivers, i.e. on expecting for the region of cold for or	
1917	Kay Condran		MyCapEx Website - Comment Form	Construction	Constitution with visual and official materials are a related of the Park Count Continuous community, at 25th Mileyau Day Audit Nr. 1976, shaded on the sear sized of the paragraph of the Park Count Continuous community, at 25th Mileyau Day Audit Nr. 1976, shaded on the sear sized of the paragraph of the Park County	Se Comment #18
				Water Quality	Exemine and exemin control: as a resident of the Trans Gene Conference control, and 25 May (and page 15 May, Asset Tr. II, 1955 M. Asset Asset Tr. II and page 15 May (and page 15 May) (and pag	See Comment #125
1918	Kay Morri	3/7/2023	Email	Do not widen/no build	watering reject in our anglitications. We hoof hoof? Expending will only make thropy works. Think you.	Sea Comment #5
1919	Kayta Burgess	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Sam in Savor of the railroad to Austin.	Second #1
1920	Kaylynn Parks	3/7/2023	Email	Do not wider/no build	Mobility\$5 Program Manager Tommy Abrego. 20 years of construction for just a flw-years of congraction relief is NOT worth. The environmental claimage must be considered.	See Comment 4'S
1921	Kaysie Blersch	3/7/2023	Email	Do not widen/no build	MobilityS Program Manager Tommy Arrago, Loppise InOO's plans of expanding 1-35. We must protect the environment and the residents of that area.	Sax Comment #5
1922	Kayte Weeks	2/26/2023	MyCapEx Website - Comment Form	Water Quality	quantion this warfand delineation in its sertines, it tooks his only one warfand delineation shed was completed for the entire project, including its alternative reases. Being that the project cocurs within many floodpains, I would expect additional equalic features in the proposed right of way. Additional data is required for this prior to authorization for a LEACT permit, in micro cases.	See Comment #125
					It's hard to understand who exactly this would service? Who in this city needs to have an official cost through in a neighborhood? (Spacially if the residents in this particular neighborhood are adding for you to eliminate if from our netactor?) this is a neighborhood commonted to make cream? Name official for make creams induced of Fresident on this acid side commonts.	See Comment #5
1923	Kayti Duffie		MyCapEx Website -	Do not widen/no build	The best to understand also exactly this would annexed "this in this city results to have an efficial cut firrings" in a neighborhood ("Expansity if the residence in this particular neighborhood are along for you'ts extension as from your plant") this is a neighborhood commonly. When the properties the less than the properties the less than the properties the less than the commonly. When the less of properties the less than the residence is not expendent, we described the properties the less than the commonly as the less than the less are taken less than the less are taken less than the less are taken less than the less are taken less than the less are taken less than the less are taken less than the less t	
1323	Kayo Duma		Comment Form		The state of the s	
				Witshire	In regards to the 41st Street extension to Wilshine Blv5 we are in OPPOSITION.	See Comment #9
1924	Keir Semmens	3/7/2023	Ernail	Do not widen/no build	Date Commissiones. These drivent in all registers flower driven in Name 1964. These drivent in all registers for the Section of Section 1964. The section is not section 1964 and 1964	Sec Commune 45
1925	Keith B		MACOUE WALLE	Do not widen/no build		Se Comment 5
1923	Maria D		MyCapEx Website - Comment Form		Please do not equal of 3.5 for more laters, Please do not create inhabited behand with a wider intendets, motived of encouraging corporing public transport, and public mobility options, like log-dos. Left fearer for report equally facin service in featiled.	
				Public Transit / Multimodal Transportation	We need a public banaport system that's more economically advantageous and better for the environment than more care on 135.	See Comment #13
1928	Keith Donahoe	1/12/2023	Email	General support	The Character Bulg and Commissioners. This is, no for registering that LSS frough bullets is and of a real excipation during a register in the State of Fees. As it is an invasion abdition during an other interests of the commission of the commiss	Sax Comment of B
1927	Keith Donahoe	1/26/2023	MyCapEx Website - Comment Form	General support	One Observed Bugg and Commissioners: I write in support of the 135 Copial Express Central design as proposed by 10011. These year for your support to advise 135 Servigib, Audit in a comprehensive manner. This should in figure year and under \$150 weeds for Servigib Audit in 25 Servi	See Comment 46
					and data decompose continues to them. These year for your decisions to revening the closure of Faces, Sectionary, Anni Dissalana on Chamana Region of the Region of the Chamana Region of the	Sas Commut #8
1928	Keith Donahoe	2/7/2023	Email	General support	According, for writing flowlys sequence on complete large of the first SQ copied Egrows Certain design as proposed by ECOT. These you do you consideration of the insease, flagenia. OCOPEDITIONATIONS: The message may consend interest inferentiated interestinate and residue of you for the workshoppine. These workshop is considerable of your files were interested in your files were interested in your files were methodally give from wordshop in your files were interested in your files were interested for your files were methodally give files were methodally give files were methodally give files were methodally give files were methodally give files were methodally give files were methodally give files were filed to the second file and second files	
1929	Keith Donahoe	2/8/2023	MyCapEx Website -	General support	1 support that 35 notwaigh.	Sa Connect 68
			Comment Form		No hard's Teach. Takeford fine grown.	Sea Comment 44
1930	Keith Matthews	3/6/2023	Email	Community alternatives	law military by you holy to approxim my expectation than \$1.5 expectation. He has few military and the properties allowed you will be a profit on the community. These community and the profit of the	
1931	Keith Zimmerman	2/14/2023	Email	General support	One Channes Bugg and Commissioners. The poly of Programs in 150 months Audin in our of the most composed readway segments in the State of Years, all the servicedy audited members yet in the Claim of the Main State of Years, all Tevers should call for bad and decisive action to be confident than once a decisive of information and an advantage to the service of the service of the service of the service of the service of the State of Years and the State of Years and Accordingly. In an entiring those yet express on programs support to the 150 Copinal Device. Central design as proposed by T-OOT. These yes for your consideration of this request.	See Comment #8
1932	Keith Zimmerman/USA	Date Received 2/1/2023	Source Email	Topic General support	Community of the Commun	Sar Contented #8

						See Comment #8
					Due Chairman Bugg and Commissioners: Thank you for recognizing that 1-55 through Audin is one of the most congested readway segments in the State of Texas. As this seriously outsided readway is offered could be Made Direct of Texas, at 3 these should call for hold and decide action be seriously outsided readway that will accommodate the seriously outsided readway that will accommodate the seriously outsided readway to the seriously outsided readway that will accommodate the seriously outsided readway to the seriously outside the seriously outside that the seriously outside the seriously outside the seriously outside that the seriously outsided readway to the seriously outside that the seriously outsided readway that will accommodate the seriously outsided readway to the seriously outsided readway that will accommodate the seriously outsided readway to the seriously outsided readway that will accommodate the seriously outsided readway to the seriously outsided readway to the seriously outsided readway that will accommodate the seriously outsided readway that will accommodate the seriously outsided readway that will accommodate the seriously outsided readway that the seriously outsided readway that will accommodate the seriously outsided readway that will accommodate the seriously outsided readway that will accommodate the seriously outsided readway that will accommodate the seriously outsided readway that will accommodate the seriously outsided readway that will accommodate the seriously outsided readway that will accommodate the seriously outsided readway that will accommodate the seriously outsided readway that will accommodate the seriously outsided readway that will accommodate the seriously outsided readway that will accommodate the seriously outsided readway that will accommodate the seriously outsided readway that will accommodate the seriously outsided readway that will accommodate the seriously outsided readway that will accommodate the seriously outsided readway that will accommodate the seriously outs	See Comment #8
					Accordingly, I are writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxOOT. Thank you for your consideration of this request. The information contained in this email (including any state-thinestin) is confiderable, may be subject to legal or other professional purpling and contain operations.	
					and is intended for use by the named recipient(s) only.	
					Access or class or cl	
1933	Keith	2/7/2023	Email	General support	contrateribility or providige is not, wavved or foot because this email has been sent to you by mission. Although we have taken resionable procustors for or reduce the risk of trainmitting software viruses, we accept no liability for any loss or damage caused by this email or its attachments due to viruses, interference, interception, corruption or	
	Zimmerman/USA	4,,,===	Linai		stationers in confidencia, may be adapted to bapter of the work included and produced and produc	
1934	Kelan Robinson			Do not widen/no build	Mobility35 Program Manager Tommy Abrego, As an East Audin native and resident for over 30 years, Lurge TXXXVI to be innovative in their approach to this project and consider a plan that promotes pedestrian scale transportation solutions that enhance the unban environment while	See Comment #5
					embracing multimodal transportation - not sirrely adding laines that will soon be full of more single occupancy vehicles. I was raised in East Austin and know the rooted pain 135 has represented in our community's history. Any above-grade or at-grade expansion of this already it planned infrastructure project would be detrimental to our city.	
					Multan Robinson	
				Caps/Deck Plazas	Please revisit a true cap and stitch solution and create a plan to effectively divert as many semi-trucks to I-30 as possible.	See Comment #42
1935	Kelas	1,10,000		Do not widen/no build	Time and time again research has shown that adding more lanes to freeways does not improve briffic. It puts more case on the road, and causes more congestion. Why are you insisting on wasting millions upon millions of dollars to make a problem wors? How much are car and gas companies bribing you? Be smart. Think about the future for a change rather than who as putting money in your pockats.	See Comment #5
					upon millions of dollars to make a problem worse? How much see car and gisc companies bribing you? Be smart. Think about the future for a change righter than who is putting money in your pockets, because select-righted plans in less its only suborgal pactains future.	
				Bublic Transit / Multimedal	The sub-cost sub-to-data with constraint, increasing further traffic in the constraint of the cons	See Comment #13
				Public Transit / Multimodal Transportation	The only real way to deal with constantly increasing Assist suffic is by messively improving public trainst options. Bike and pedestrian lanes are extremely important as well, but you will keep hearing this issue over and over add over again until you invest in robust public brainst.	THE CONTROL OF ALL
			Comment Form		Thank you for your support to address 135 through Audin in a comprehensive mariner. This sheeth of highway is nationally resided as the 15th worst for traffic congesion and 3rd worst in the state. 135 through Audin in overbell or improvements to meet the current and future needs of a growing region to ensure our local and state scoronry on continue to thrive. I while in support of the 355 Capital Express canter designs as proposed by 100°C. Thanks, you for addication to serving the classes of Fless.	See Commant #S
1936	Kelli Morrison	2/28/2023		General Support	I write in support of the ISS Capital Express Central design as proposed by TuDOT. Thank you for your dedication to serving the citizens of Texas	
1937	Kelly	1/20/2023	MyCapEx Website -	Do not widen/no build	Improve public transportation. Don't expand the highways.	See Comment 45
	[]		- Commenter Poem			
1938	Kelly Bach				Mobility35 Program Manager Tommy Abrego,	See Comment #5
					Mode/Star Suppose Manager Internot princing. A second of the Conference of the Confe	
				Do not widen/no build	ecception of this area. This project will directly affect me and my quality of life. 10 years of construction is not worth the attempt to relieve congestion, which won't work anyway, the traffic will be just as bad. I live hard I don't want to use an interestate highway for my local trips. I expect TxDDT, Austin City Council, and other representatives to stand up for me.	
					Please don't let this happen,	
				Community Alternatives	The mailty is that highway expansion does not help traffic! Please consider the re-think I-35 proposal and/or reworking 3H-130 to be an intensiate highway.	See Comment #4
1939	Kelly Harper	1/27/2023	Email	Business/residential displacement	Expanding (1-SS should not displace homeowners. In a time when many people are already struggling to afford housing, it is unacceptable to intentionally displace people from their homes.	See Comment #21
1940	Kelly Harper			Do not widen/no build	Association Requires Mineage Remains (Association Remains and Association Remains Rema	See Comment #5
					was tracked or According to the Project of Table 2 and the State of th	
					I RESPECT USE ALIZED FLEY COLUMN AND TAXABLE THE TEXT ASSOCIATED AND THE ADMINISTRATION OF THE ADMINISTRATION	
				Community Alternatives	The Retrink25 proposal is more in line with the effort to think about creative solutions, as apposed to just adding more lanes. Highway expensions through high residential areas will result in people losing their homes and small businesses as well as the problems associated with construction noise, pollution and debris. Which shows wrock less designed for the people incided.	See Comment #4
					their hornes and small businesses as well as the problems associated with construction noise, pollution and debris. Which shows wreck less disregard for the people involved.	
				Bike/ped safety	When we expand 1-35 in already sight residential areas, the neighborhood becomes a dangerous place for everyone including walkers, blaze, kids getting off the bus, pets.	See Comment #30
				unity peo sarety		
					TOOT pallot comment requested to prespond to the proposed HS Beginner. The comment requested to the proposed HS Beginner and the comment of the proposed HS Beginner and the comment of the proposed HS Beginner and the comment of the proposed HS Beginner and the comment of the proposed HS Beginner and the comment of the proposed HS Beginner and the comment of the proposed HS Beginner and the proposed HS Beginner and the comment of the proposed HS Beginner and the proposed HS B	See Comment #125
				Water quality	Other Streets, iam requesting that measures be installed to reclude softminds of the control of	
				water querty	constitution related exhibits could clause flooding in storm weeks and potential selson of the sheen channel further into the bask and shoreson. This bashwise distillment and/or excess could also cause foundation meaning in the contract of the sheen channel further into the bask and shoreson that statement and/or excess could also cause foundation meaning into the create of the sheen of the sheen channel further into the bask and shoreson channel and/or excess could also cause foundation meaning into the create of the sheen of the sheen channel further into the bask and sheen channel and/or excess could also cause foundation meaning into the sheet of the sheet	
					the expanded IR-35 wideling region for the state of the s	
					TOOL gold connective requires for present that despires or. Connection entirely required for present that despires or connection entirely reserved and ordinary	See Contrast #34
1941	Kelly Mahan				Construction activity noise and vibration abstraces a resident of the Travis Green Condominum community, at 1304 Muriposa Drive, Justin TX, 19704, situated on the west side of the proposed H1-35 right of way and new formage road between Woodland and Officed Travis, I are requested plat construction and exciting invalved with the project be demand in a way that a register a septeral impracts on our buildings and residents within. Whitesin from road cutting	
	Mahan				into the surrounding borrook coast cause foundation settlement, cracking of building finish materials, and other related damages. Please ensures sets takes in advance of the projectic construction to address these concerns.	
					TOOT path comment regions for proposed HTS Reprised rights you do advantages are a related for Print Grant Controllers on community, at 1304 Marjoux Diss, Asalant 17, 17074, shalant on the wast size of the proposed HTS SIGN of many and new frontings read before Wisochard and Distributes, it are squaring that the proposed account for our controllers have regionally an expensive controllers on the proposed and proposed account for some produces the regional before an expensive controllers on the proposed account for some produces the proposed account for some proposed account for some produces and proposed account for some produces and proposed account for some produces and produces an	See Contrast #34
					Highway noise absterment strategies se a resident of the Travis Green Condominum community, at 1304 Merippasa Drive, Austin TX, 78104, sinulated on the west saids of the proposed IH-S5 right-of-way and new frontage road between Woodland and Ottor Otsways, I am requisitely that the project count for and moderate the impact of mose generated by Invinced to Tellin provision, I am requisitely that the project count for and moderate the impact of mose generated by Invinced to Tellin provision, our neighborhood, our neighborhood.	
	[]		1		Please and appropriate measures, including sound walls, sound-reducing paving materials, and sound-absorbing materials for retaining walls, barriers, etc. to reduce the overall volume of noise.	
]]					
1942	Kelly McClendon	2/9/2023	Phy	Sound Walls	Does this noise barrier wall have to be so high? 20 feet seems like it would be an unfortunate eyesore. Cherywood neighbors would love a cap and stitch across the highway.	See Comment #GD
			SICA I			
			to	Do not widen/no build	I'm generally not in fevor of widening I-35.	See Comment 45
	[]		1	Latent/Induced Demand	to understand that much of the 135 buffic is local, but if this is the case I'm still uncertain that opparting our limited access highway will address our current problems. Widening reads rawly works to reduce congestion.	See Comment #18;
]]				reduce congestion.	
]]			Reroute to 130	We built Highway 130 to increase capacity through Austin and increasing the capacity of (35 in town disincentivizes the use of 190 for through traffic.	San commant #3;
1943	Kelly Raley	205,000	VOH		THE OWN, FRANCE AND THE HEAVY STORY ARROW AND INCREASING SHE CAPACITY OF CO. IN COMP. CAPACITY OF CO. IN COMP. CAPACITY OF CO. IN COMP. CAPACITY OF CO. IN CO. IN CO. IN CO. IN CO. IN CO. IN CO. IN CO. IN CO. IN CO. IN CO.	
				Multimodal transportation		See Commant #20
]]				I am pleased to see greater east-west access access (35, especially for podestrian and bike traffic. Growing use of scooters and e-boless makes the expension of bike lanes necessary and wise.	
			1		The state is a state of the sta	
1944	Volum Connex			Do not widen/no build	Name House Year Area	See Comment #5
1944				SO INC. WINDERLYND DUILD	Mobility55 Program Manager Tommy Atrego. Loommuta on 155 every work day. Austin could be on the cutting edge of transit solutions. Lut's not go buckwards and continue to try failed approaches, like misselve highway expansion.	
				Reroute to 130	More construction and expansion will not solve our problems. We have the chance to be brave and try a bold alternative approach, such as using 130 as a highway or prioritizing public-first transit.	Seconnect#3
1945	Kelsey Huse			Do not widen/no build	MobilityS Program Manager Tommy Abrego, Dear TXDOT,	See Comment #5
			1		I am a resident of Audin. I hiere driven on 135 my whole life. For the past several years I have accided it entirely because I know too many people who have gotten in crashes on it. Expanding this highway does not align with Austin's Vision Zero and climate goals. As a pediatrian and bicyclist, having to cross 6 lanes of frontage reads is NOT ok.	
			1		- Account of the Control of the Cont	
	[]		1			
]]			Reroute to 130	This wound of a highway should be removed, 55:530 was built as the bypass. Make people use HTT Give Austin a normal city grid to increase connectivity. We need high speed trains for inter-city travel. The infrastructure in this state is embarrasing.	See comment #3
			1		infrastructure in this state is emberrissing.	
					Hulo.	See Comment #5
					I'm writing as a concerned critizen about the plan for the 135 rebuild. As we know, this berrier has existed for a long time. With this opportunity upon us, I feel it's important to make the best use of the space and the city.	
					AND, for writing as a concentral citizen about the pairs for the 150 reduct. As we know, that benine has excluded for a long firms, WITH this appointed your out, Their its reported to make this beat can of the space and the city or writing as a concentral citizen and pairs of the pairs of the least, the beat can apply as a pairs of the least and apply as assemble to not imply assemble to not imply assemble to not imply assemble to not imply assemble to not imply assemble to not imply assemble to not imply assemble to not imply assemble to not imply assemble to the imply assemble to the imply assemble to the imply assemble to not imply assemble to the imply assemble to the imply assemble to the imply assemble to the imply assemble to the imply assemble to not imply assemble to the i	
1946	Kelsey Nunez	2/14/2023	Email	Do not widen/no build	I ne cry warms to be impossive in the project and opportunity we have before us. The citizens and organizations opposed to all. 3 need to be truly heard. Thanks for your time!	
1947	Ketsie Spencer			Do not widen/no build	Mobilit/35 Program Manager Tomms Atreso.	See Comment #5
					Mobility35 Program Manager Tommy Abrogio. 1 GP905E TxXOT's plans for 135 and 1 GP905E expansion. Not only does this make Tenas an even less well-able state then it already is, these expansions are harmful to the environment.	
11	1		l			<u> </u>
l l						

				Recial Justice	These expensions of the graph resign resignation foods that house live incomes femiles as well giving them even less access to the things that they need. Stop building reads and put your money towards the people that the there.	Sea Comment #3
1948	Kelvin Odom	3/7/2023	Email	Do not wider/no build	MobilityS Program Manager Tomory Acregs. This is no in the CPF minorpole, but give up in the Austin area and still visit family there frequently. I oppose ToOT's plans to expend this SS and would encourage you to consider a plan that instead expends, CupMetri's light rail instead.	Se Connect 45
1949	ken kille	1/30/2023	Email	General support	Such Chammer being end Tomes under being out for programmer and the second of the seco	See Connect #8
ID	Commenter Name	Date Received	Source	Topic	Connect	Responses
1950	Kendal Gladish	3/7/2023	MyCapEx Website -	Do not widen/no build	This plan needs much more work. First and foremost we MLET have more public trensit options surrounding the ISS expansion. We need light rail and more box motion. This 25 years ahead with alternative energy—only all more carbon entiting uses. An information less alternative less and provided and untimake plane plans not borr fluore visability as an excorrain engine in Central Feast. Booth TSE an executative of popen that between it oldinates and that is based more without the convenience.	See Comment #5
			Commerc Form		swage-stop, across cannot interrup acids. Anything one is interruption and	
1951	Kendall Kibby-Dack			Community alternatives	Making55 Program Manager Tomny Abrogis. For an Auditor resident and the exact 155, and to oppose the plans for expansion. I do not want to live with more noise and pollution.	See Comment 44
				Community Alternatives	Abother proposal in the Nihriek St proposal, or building a park over the highway to connect communities that have been divided by it, or a public trained solution. I expect 1,000 f, Audin Clip Council, and other representatives to soluted up for me.	See Comment #4
1952	Kenneth Cook			Do not widen/no build	ter hooft hooft. The writing is to voice my apposition to the proposed expansion. I give up in Houston and can confirm decades of highway construction and expansion there have done little to ease traffic congestion.	See Connect 4'S
				Public Transit / Multimodal Transportation	Resources allowed be directed treated more creative adultions to this problem like improved public treated and ride sharing incorroses. We can do better them this.	See Connect #13
1953	Kenneth Mcdeary	1/13/2023	Email	General support	Loc Coasses the gar of Commissioner is hear yet for requiring facility 15 through south is work of the read companie caseless agents in the State of Face, is the sectional position caseless as yet in the state of Face, is the sectional position caseless as yet in the state of Face, is the section of the section case of the s	See Connect #8
					This std Capacit Express Central Paper Trees. This can be seen as a final star or the contract of the contrac	See Comment #60
					what is considered the increasing sheek area Our advances are on its management and one of our land will be taken over for these new youngest on the insect to sold in the consistence of our land will be taken over for these new projects. Thank you. White it is supported in ordinaries 35 to easier traffic consistence on the highway, and to update the highway. The concerned about the actual construction project itself. From all I have read and heard, the project beam has failed to consister the	
					impact the project healf will have on the neighborhood, and some of the proposed components of the final design will negatively impact the neighborhood. Further, it's not clear that the City of Austin and TxDOT have coordinated their project at all. This lack of coordination will cause great distress, and increase risk to those of us using the streets, sidewalks, and bike lanes in the area.	
					As you may how, the convention center project. The 1-35 project, and the continued expansacy/constitution of says project in the Namey's Sunsaw would all be happening at the same time. Clear Charact is already over completed dowlt op sat the Waterline project. Once we add in the convention center project and the proposed construction along by the primary entrance ways to the Rainey desired, the intersections of Rever and Clear Charact, and the intersection of DS and Drivialli. String this has a warm house instruction that the was notice. Add to miss the consist all normal of the burst of the SP of	
					make the density, the number of people (and vehicles) coming into and leaving the area, and ultimately the traffic even greater than today. It's not clear that the traffic coming into and out of the Rainey district has been considered as part of the ISS construction project. The staging areas, the street closures/narcesing, and the ultimate design for the intersection of Clear Chaivez and ISS need to consider the impact on the traffic flowing in and out of Rainey. I respectfully ask that more	
1954	Keri Peartson	3/1/2023	Email	Noise	detailed plans be made for the construction project that consider the traffic and population changes underway in this area. Next, the plans I've seen for the reconstruction of 135 eliminate the entrance to the highway that we currently have just north of Cesar Chavez on the northbourd side. The plans seem to now require traffic to use a flyover bridge starting at 8th	
					street. Eliminating the current entrance, without add an orathoused entrance between Holly and Clear Chavez; not sit advised. Would it be possible to find a way to add an orathoused entrance between Holly and Clear Chavez? Then traffic enting Rainey on Holly would be able to jump on 1956 before getting to the Clear Chavez; interaction.	
					include pedestrian and bike lanes for this bridge? I often walk under 155 at Holy today to reach the East side, and that will not be possible after the project is completed if the current plans are not modified.	
					Dail TiOOT; The writing for voice my concern as an East Audin resident about the impending ecommendations made to TiOOT regarding the CapE: Project and the proposed design for a 41st street west side to Wishine east side thoroughlare. The	See Comment #5
					In writing to voice my concern as an East aution readers about the impending encommendations made to ToOCT regarded by Curgit. Project and the proposed design for a 4.51 active seat side to Wilstine east used to the troughters. The concernity from weet to east explaint sealing because commendation side protocol, exclude active part of the vision of the companies and protocol, excluded as explaints and protocol, exceptional was referred to exception for a feature manner and exceptional as selections conception for an active seat and exception for the companies are selected to except the companies and exception of the companies are designed as the companies ar	
1955	Kerry	3/7/2023	Email	Do not widen/no build	Sincerelly, Warry Morgian	
						San Comment #8
					Our Chamman high gard Commissioners. An in this prior recognition that the prior of the most congested residency segment in the State of Teach, in this activities contained residency in offer called the Main State of Teach, all Teams should call for bold and decisioner above the prior of the State of Teach, and the secretary in the State of Teach, and the secretary is the state of Teach and the State of Teach, all Teams should call for bold and decisioner above the state of Teach and the State of Teach and the State of Teach, all Teams should call for bold and decisioner above the State of Teach and the State of	Sau Correnal #S
1956	Kerry Hall	3/7/2023	Email	General support	Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
1957	Kerry Hall	1/17/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for exceptioning that 1.35 through Justin is one of the most congested readway segments in the Baste of Teas. As this seriously outsided madesy is often collect the Main Sheet of Teas. As this seriously outsided madesy is often collect the Main Sheet of Teas. As this seriously outsided madesy is often collected the segion of the Main Sheet of Teas. As this seriously outsided madesy is often collected the segion of the Main Sheet of Teas. As this seriously outsided madesy is often collected.	Sac Commant #8
					called the Main Street of Yeas, all Teams should call for bed and docaine action to transform this critical shretch of infinishructure into a roadway that will accommodate the repid and immense growth we are experiencing in our great State. Accordingly, I am writing body to experie	
1958	Keshav Prathivadi		VOH	Do not widen/no build	Lam vehemently against the LSS expansion project. To begin with, traffic projections by TADDT in years paid that supposedly justify these expansions have never materialized. TADDT projected nearly a nearly tenfold increase in traffic volume for LSS in 2002 booking to 2020 and that volume never changed for those 18 years.	See Comment #5
				Business/residential displacement	This project will also daim multiple businesses without enhancing any of the surrounding area and making it extensely hostle to pelestriams and seasons transit that Linux, Blue Inix, Blue	See Comment #21
					city, in addition, eliminating the managed lanes would limit the footprint of the highway. These laines add no value to the downtown project as it does not cater to anyone looking to go into downtown Auddin.	
				Racial justice	As for the project itself, it fails to heal the damage done by the original project 60 years ago that divided our city.	See Comment #3
				Caps/deck plazas	Even the proposed caps (at the city's expense) will not allowinte the damage done by the expansion as they would be inaccessible and unsafe.	Saic Comment #42
				Bike/ped safety	One way to finite a by removining the foreign made from 6 lawses to 4 or 3 (one control brings and designing the raid with that the nationary speed would be no new than 30 rept. In addition, there should be no entry set of sough the designations more to reduce the number of light speed windows no desiration reads. This will make it much safer for predictions and brightes to inveigne.	Sea Comment #30
					through the downtown core to reduce the number of high speed vehicles on downtown roads. This will make it much safer for pedestrians and bicyclists to navigible the area.	
				Public Transit / Multimodal Transportation	As a city that is growing and investing heavily in public barred in the near future, I am disappointed to see 1.001 using a 1900s minded to plungs some of the most precious real estate in Austin into construction for the ment decide.	See Comment #13;
				Reroute to 130	55 billion spent on this project could be better used on acquiring the SH 130 ROW and redirecting all non-local traffic along the city. People whose final destination is not central Audits should not need to	Sia comment #3
					Existing country to make purples country to part to provide the purple country to provide the pu	
					Daier 1-35 Capital Express Central, Ret 1-35 Capital Express Central, Draft Environmental Impact Statement	See Comment #5
					Dair Governor Abbett and other Becase Officials, TADOT Commissioners, Staff, and Consultants,	
					Taxa AM Transportant processor to design the control of the projection of the control of the con	
				Do not widen/no build	The section of the se	
					mobility options with multimodal indexorks weven into the thriving communities of the Austin region.	
				Community Alternatives	There is clear community support for both the RelTrinkSS and Reconnect Auxilin proposals, including various levels of elected officials asking TxOOT to seriously consider meaningful alternatives. While the TII study was interesting, it in no way is a replacement for throughly analyzing RelTrinkSS and Reconnect Austin in the EIS and TxOOT failed to provide any reasonable argument for why it refused to	See Comment #4
					maxingfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the Mrithink3S and Reconnect Austra proposals	
I	I	1 1				

1999	Keshav Prathivadi			Maternalis Temperation Community abstractions	Nov. 15 Caputal Express Central, 3.5.1 Signate Repress Central	See Communit 4-50 See Communit 4-4
ID	Commenter Name	Date Received	Source	Topic	Comment	Responses See Comment #30
1960	kesten broughton	2/28/2023	Email	Bike/ped safety	Flores 4 220 and Channel and community to discretize the System. The season of Channel and Channel and community to discretize the System of Syst	Section 1.50
1961	Kevin Burns	2/8/2023	Email	General support	Our Claume Registed Commissioners. The Register Commissioners and The Commissioners and	Sac Commert #8
1962	Kavin Burns	3/6/2023	MyCapEx Website - Comment Form	General Support	have Channes the gar of Commissions. In this way of your companies to be about 35 through Autoin in a comprehensive money. This shifted if highway is noticeably shifted as the 55th word for suffic congestion and 3rd word in the state. 135 through Autoin is coercive for improvements to reset the current and future model of a privile region to reserve and future model of a privile region to reserve and future model of a privile region to reserve and future model of a privile region to reserve and future model of the state of the stat	See Comment of S
1963	Kevin Chau	3/6/2023	Ernail	Public Transar, Multimodal Transportation	Indicated September Transpropring to September Transpropring or September Transpropring or September Transpropring or September Transpropring or September Transpropring or September Transpropring or September Transpropring or September Transpropring or September Transpropring or September Transpropring or September Transpropring or September Transpropring Or September T	Sec Contract 4:3
1964	Kevin Crampton	3/7/2023	Email	Do not widen/no build		See Comment #5
1965	Kevin English	1/4/2023	MyCapEx Website - Comment Form	Reroute to 130	In there any consideration for an entirely new freeway between TX 251 to TX 67 & 1.55 from San Antonio to Antonio to Antonio that bypasses Austin entirely west of Lake Travia?	Set Connect #3
1966	Kevin Fleming	1/17/2023	Email	General support	Associations begand formerseems. Note you for requiring that ISS Strength solds is not of the resist conjugated studies, separation to the State of Fees. As it is asknown plotted marking as of the state of the studies of the state of Fees. As it is asknown of the state of the s	See Commercials
1967	Kevin Fleming	2/8/2023	Email	General support	Date Chairmen Bugg and Chromisoners: Think you for recognizing that 1.55 through Audin in one of the most congolated countineys segments in the 25st of Feesa, As this seriously adultated countineys within countine to be feedable to the countine of the 15st and during the 15st and durin	See Commet 48
1968	Kevin Fleming	3/7/2023	Ernall	General support	Our Charmon Plagg and Commissioners. Who When Invested in the Size of	See Commert 48
1969	Kevin Fromm	3/7/2023	MyCapEx Website - Comment Form	Reroute to 130	The bit made lead of OS should be fee and traffic that is not bound for Austin should have use as a bypass to reduce OS traffic for those ining in Austin while providing smoother traffic for those going to San Antonio or Callas and beyond.	See comment #3
1970	Kevin Gilmartin	2/24/2023	VOH	Reroute to 130	Elselieve that 55 does need fining in certain levels. And if would be innot to not have the giant upper decks. But I think we need to do move to push traiffic to 130 and not increase the amount of larses going through disentance. Destroom is growing each because west dooset wait in it. But we have this giant Intiglieve systeming read/found indentione with what is going on in the east.	Sax connect #3
						San Commant #5
1971	Massim Matte	3/7/2023	Erneil	Do nel vidan, no build	have 15 Graph Express Charge. As 15 Coputed Express Charge Charg	pase currents #5
1972	Kevin Koch		VOH	Business/residential displacement	Asset that if you in it is sun historic discussion and places for historicass after them is such as the property interesting the structures and extensing them stress goes in available. The bioriseases at the self-go for registrating greatly enclared greatly extension or quality of life. These would did be nown for coffee shapes and necleonaries in several erreas such as the sead after all 334/12-bid.	Se Comment #23.
				Sound waits	Please offer neighbors input on sound wall design, and make them interesting	See Comment #69
1973	Kevin Koch	3/7/2023	VOH	Business/residential displacement	Name action has followed admitted opposited years. Nate was the log of the borne hornesse acceptable, Agent actioning flower countries the supposed report for the supposed flower action of the supposed flower action	The Comment #23

1974	Kevin O'Donovan	3/7/2023	Email	Do not widen/no build	Modelly35 Program Manager Tommy Arrago. I waterial to write their List strongly oppose ICOT's plans for 155 and 155 expansion. Zulacis have shown the expansing injury does not improve halfit flow integrates and the will cause a lot of people to bee properties and businesses due to needed the land to expand 155.	See Comment #S
					Studies have shown that expanding highways does not improve traffic flow long term and this will cause a lot of people to lose properties and businesses due to needed the land to expand ISS.	
1975	Kevin Opp			Do not widen/no build	The proposed inadequate "caps" creates dead space for a high cost, and doesn't meaningfully create whant urbes spaces where people can live, work, walk and bike. DDDTs proposed caps are a compromise with the community, while not actually addressing the community's needs and concerns. The only viable alternative is Reconnect Austin's plan that buries the highway, and reclaims the right of way to build hornes and businesses,	See Comment #5
					and a civilized boulevard that is safe to walk, bike, and take a bos. I am storagly opposed to TXXXXFs plan, and urge you to reconsider alternatives that have already been proposed.	
				Recial Justice	The latest highway expansion plan through Austin, Modified Build Alternative 3, is a generational mistake, one that will not meaningfully improve mobility and perpetualise the scar that chicks Central and East Austin, while also destroying forms and businesses.	See Comment #3
				Bike/ped safety	The trike and pedestrian infinistructure as part of this build alternative are still worlduly inadequate, as the project places car infinistructure first and forences, and dosen't acknowledge the stark reality that highway expansion dosen't solve congestion in a rapidly growing thri, can simply take up too much space, and the only viable mobility solutions center waiting, taking, and make transit.	See Comment #30
					regiment separation to control active to digestion in a reputing bright control great by the free control separation of security sections described actives security security sections.	
1976	Kevin Reyes	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, If you wider thirthighmay will have to go in myself and shrink it. You will not have a fun time. You naidly pig	See Comment #5
1977	Kevin Stacy	3/7/2023	VOH	Do not widen/no build	the do not extra formination and forming described, we are not extra from the case of processing and processing	See Contribut #5;
					would prefer to see the highway removed from the city center completely and something useful built in its place. Burring that resolved proposal, I would intall the loss the highway separed beyond its current footprint. If you've going to go alwheid and not distort the row. For the loss of God on whetever you can be made to make the thirties as worthouskees we proselbed, seeler to cross for preferentianal proposal. I would control cont	
					of forcing everyone into a costly, dangerous personal vehicle. For what it is worth I am all for tearing down the unsightly upper detects. The rest of your goals are contiduded and not shared by the majority of Austinities.	
ID	Commenter Name	Date Received	Source	Yopic	Comment	Responses
1978	Kevin Verde	500,000		Do not widen/no build	Mr hoo't hoo't, Day City Leaders,	See Comment 45
					Dear City Leaders, I am writing to excess any opposition to the proposed expansion of 135 and unservour to consider alternative solutions. As a resident of Austin, I believe that the following corris should be taken into consideration before any decision is made:	
					I am writing to express my opposition to the proposed expansion of I-35 and urge you to consider alternative solutions. As a resident of Austin, I believe that the following points should be taken into consideration before any decision is made: I hope you will take these points into consideration and expore alternative solutions to the proposed expansion of I-35.	
				Community Alternatives	As a resident, 1 prefer sale, pleasant, and walkable and bissable streets rather than traveling around Asatim on an intensiste highway, I would like to see community alternatives to expansion, including Revenues busins and Remins No. In his first, survival.	See Comment #4
					Reconnect Austin and Rethink'35, to be fully studied.	
				East/West Connectivity	Fristly, it is essential that east-west crossings be available at least every 1/4 mile. This would help to reduce congestion and provide more convenient travel for residents.	See Comment #20
				Law, max Cornectivity	Priory, it is essential that east-west crossings be available at least every 1/4 mals. This would help to reduce congestion and provide more convenient travel for readerins. Secondly, 1 believe that all non-high speed readering in Audin should be designed for 25mph and be safe for all read users. This would make our streets safer for everyone and reduce the number of	See Comment 420
				Lower Speed Limits	Describery, a seawer trait, as non-right speec reasonways in wuston should be designed for 25mph and be safe for all road users. This would make our streets safer for everyone and reduced the number of accordants.	ONE CONTRACT # 30/2
				Air Quality/Noise	Moreover, I believe that the proposed expansion will have severe negative impacts on our city, including worsered traffic, air, water, and noise pollution, health impacts, heat island impacts, and crashes. Therefore, I orge you to consider the negative impact of such an explansion.	See Comment #34
1979	Kevin Wang	3/7/2023	Email	Do not widen/no build	About 55 Program Manager Elizon's Springs. Highlyme generations of and have not dever-worded to measuring (sky whole congestron.) Go not exist to have to use an intendable highway for my local frozs in Audion. I visit Audion vary frequently (multiple times per year) and also have thought short more given but this 35 highway equencies in a step in the wrong direction. The answer should not be to increase automable buffic, which is noting deriginate. Dependence, and opinion.	See Comment #5
					about moving three but this LSS highway expansion is a step in the wrong direction. The answer should not be to increase automobile ruiffic, which is noisy, dangerous to neckoralize and nothing and nothing the contraction of the contraction	
					apt on your term and the second of the control of t	See Comment #18
					needs to come clean by stepping up to perform this due diligence when it corres to the health of current and future citizens of America, not to mention planning alwaed to ment near future EPA retainment. How? Such accountability would focus on TIEDOT analysing more definitive positizants such as NOVE_PMCS_and PPA (b), which would provide a more resident and completed performance	
1980	KG Ensey	3/7/2023	Email	Air Quality/Climate Change	but in wailing that standard is pretty last despite the unhealthy effects plus it will be changing in the near future. Reality is needed as a main component version anality forwards the propried as it currently standards.	
1981	Kia Farhang	3/6/2023	Email	Do not widen/no build	MobilitéS Program Managor Tomer Acreso.	See Comment #5
					MobilitySS Program Manager Tommy Atrego, 45 base, The available of Austin's 3nd City Council district and I oppose the proposed ISS expension. While Austin IS very congested and getting more so by the day, TxDDT and the local community should focus time and money on improving public branks.	
					To take, The resident of Austin's 3rd City Council district and I oppose the proposed CIS expansion. While Austin IS very congested and getting more so by the day. NOOT and the local community should focus time and money on improving public brankt options. FOIT putting more can on the mack. I want to be in a city where I can hop a box of train to get across them instead of atting sizes in a whole. Please reconsider the Superasson. This is, Superasson. This is, Superasson. This is, Superasson. This is supported.	
1982	Kiera Quinn			Do not widen/no build		See Comment #5
1962	Kiera Quinn			DO NOT WIDERLYND DUILD	MobilityS Program Manager Tommy Abrego. I smooth opposed an GOT's plants for SSS and its expansion, Widening Regimesy 155 will have no real affect on speed and traffic white construction would remain a burden for a decade. TeoOT's model, method, and motion are all inherently filed and traffic on the speed and not for control would remain a burden for a decade. TeoOT's model, method, and motion are all inherently filed and traffic on the speed and not for control with plant pl	DAN LICETRATILES
				Community Alternatives	Isopport prioritization of public transport or the proposal created by Nathina 35.1 expect Austin representatives to take into deliberation the opinion of me and their other constituents on the matter. Thank you for following, your consideration means a lot.	See Comment #4
1983	Kim Beckham	2/8/2023	Email	General support	Due Chairman Bugg and Commissioners: Thank you for recognizing that LSS through Audin is one of the most congisted readway segments in the Date of Texas. As this seriously outlated readway is than called the Make Street of Texas, a file house should call for took and declare section to transform this critical search of inflamentary in the an accumentation the repair and immense growth we are experiencing in our great State. According, it is multiplicity because on provides separate from 150 cityland because Central Read an appropriate STACL Thanks you for your consistence of this section.	See Comment 48
					sale Challend Stage of Commissioner. Inset by the ineligibiting their 2-bit recipiling thei	
					SEQUENCE.	
1984	Kim Romano	3/1/2023	Email	Do not widen/no build	MobilitySS Program Manager Tommy Atrego,	See Comment #5
					Making Shi Payane Makango Temay Alango Temay	
					locally within Austin. Please please do NOT support this effort. It's a diseaser.	
1985	Kim Tidwell	500,000		Do not widen/no build	W NOOT NOOT.	See Comment #5
				and the state of t	In Cod 17 section 2. The Cod 17 section 2. The Cod 17 section 2. The Cod 17 section 2. The Cod 27 section 2.	
					5 - this plan doesn't address any of the alternative concepts like fluctomed-use in (https://reconnectaustin.com/) and Rethink35 (https://rethink35.com/) - I want these community alternatives to be studied and considered in good faith 6 - more floors needs to be applied to divert through traffic on the intension AROUND Justin, not enabling more traffic provises through the minimal of the arise.	
					and the same of th	
				Bike/ped safety	we need better infraetructure for public triansportation, biking, walking, and traveling on city streets, not more intensiate laines adding pollution, noise, congestion, and traffic	See Comment #30
				East/West Connectivity	this will further divide the east and west sides of Austin, making it harder and less safe for people to travel between the areas	See Comment #20
1986	Kimberly Hansen			Do not widen/no build	Challenging Tollager Manager Entropy Control (1997) Annual Resident of Allands (1997) Annual Resident of Allands (1997) Book (1997) Annual Resident (1997) Annual Residen	See Comment #5
					1 OPPOSE TADOT's plans for 1.35 and 1 OPPOSE expansion. 10 years of invariant first for load a fear years of invasion reliaf is NMT worth it. I don't want to use an internation history for years have been presented in the property of the	
					Long parties to Contact Could'ne to Joseph with the ground of the contact to Contact to	
				Latent/Induced Demand	TuDOT's process in this project is flawed: It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway	Sax Comment #18
					A STATE OF THE PARTY OF THE PAR	
				Air Quality/Noise	Highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving,	See Comment #34
				Community Alternatives	I am FOR the Rethink35 proposal, redesignating another highway such as SH-130 as an intensiate, a boulevard going through lown, a public transit-first projectanything but expanding 35.	See Comment #4
1987		2/28/2023	Email	Do not widen/no build	The current plans for 1-35 are lacking. They wipe out businesses and homes, while not providing nearly the number of crossings needed. Also, they will induce more demand for traffic without solving the	See Comment #5
					problem: The better answer is to remove tolls from 45 and direct all truck traffic that desen't need to actually enter Austin central city streets to bypass the city center. Also, the main lianes should be buried and an urban booleand built on top, with planty of crossings. That would open current Sender roads as developable space for shops, forms and businesses. Please reconsider your plants.	
		1			of crossings. That would open current Seeder roads as developable space for shops, homes and businesses. Please reconsider your plans.	
1988	Kira Azulay	3/7/2023	Email	Do not widen/no build	MobilitySS Program Manager Tommy Atrogo,	See Comment #S
					Maching SP Program Manager Tommy Abrego, Law storpg opposed to be expension of 155 in Audio, in an Audio notion, this will change my home for the score. A gloway expansions don't work, this has been proven time and again in Texas haddin stadif. 155 has always been a nightenine to drive way, was 250 years of consolidate for this will result a tomar one and when it is finished. Not invention the angeline quality of 69 impacts for Audio medicine as this invention since through our benefit only. No soler or Inglend way and 250 years of consolidate for this will result a tomar one and when it is finished. Not invention the angeline quality of 69 impacts for Audio medicine as this invention since through our benefit only. No soler or Inglend way and 250 years of consolidate for the angeline produce of the produ	

1989	Kirk Golinghorst	1/11/2023	Email	General support	Desc Claimes Boggiand Commissance have been just on the companies of the commissance of t	Sas Corresest #S
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Streamly, Kink Colinghost President P/S of Texas.	
1990	Kirsten Dalquist			Do not widen/no build	MobilitySS Program Manager Tomsy Abrego. To whom it may concern: SS appealment will only seasorballe the hornible traffic conditions in this car centered city. The measurch overwhelmingly shows that highway expansion does nothing except allow for even most braffic. Publish search and set also largeress studies and on the short-arm easy fit. Thinky out	Sas Corresest #5
					even more traffic. PLEASE be smert and base the long-term solution and not the short-term eaky fix. Thank you!	
					We need to shift Austin's focus away from being car-centered into being public transit centered. This will be better for the environment and for people's mental and physical health.	See Comment #13
				Public Transit / Multimodal Transportation	We need to shift Austirn's focus away from being car-centered into being public transit centered. This will be better for the environment and for people's mental and physical health.	See Contract #13
						New Comment #5.
					Duer Chairman Bugg and Commissioners: Thatis por for enceptical that 15 brough Austin is one of the most congested roodway segments in the State of Yeass. As this seriously outdeted roodway is often called the Main Street of Yeas, all Years should call for bold and decisive action to brankform for intical settle of infeditorscurve into a mostway that will accommodate the rapid and immense growth we are experiencing in our great State.	Date Contracts #0
1991	Kirstin Rosa	2/10/2023	Email	General support	about of basics on the following recognition of the sequence o	
	Parauli rodas	.,.,	Linai			
1992	Kristen Clemmer	3/7/2023	MyCapEx Website - Comment Form	Do not widen/no build	These mostly have the described proposed of Edd energy and Notice file of the recention of Edd and of the Notice of the Section 10 and an important plant, as anteriors which in the recent plant See Comment #5	
					football, dring blass and neighbors waiting the streets with their dogs, Making Wilshim ence of a major thercognifies than it already is threatens all of the reasons that I made the investment in the first place. both in my neighborhood and in Audioi. Place in considerable of the vestigated that it was not considerable that we investment that we are considerable of any fine better that we are considerable.	
1993	Kristen Lau Keiser	1/6/2023	MyCapEx Website - Comment Form	General support	I love the idea of putting the boulevards downtown on the west side of the highway it keeps the neighborhood protected from traffic and excess noise. I can't wait for the highway to be dropped below ground as well.	See Comment #8
1994	Kristen Olson	1/30/2023	Email	General support	Date Chairman Bogg and Chemissioners: Think's you for recognizing that I 35 through Justin is one of the most compound nearboy segments in the State of Teas. At this seriously codationd markey is often called the Marke Divert of Teas, at Teas is selected by the State of Teas and Teas is a teasmentation that is a discommendate the registed and minimal growth was are experiencing in our great State. According, is were registed to special or special segmentary proper for the ST-Coding Proposed for Teas (ST-Coding Proposed Teas ST-Coding Proposed Teas ST-	See Comment #8
					WWW.JUP-WIRALDALLACII	
1995	Kristen Self	3/7/2023	Email	Do not widen/no build	MobilityS5 Program Manager Tommy Arrago. My historia and I are readoned of the Vibracian and are current commuters via 155. We oppose the expansion of 155. We found this will only some the basil co or 155 and commute time as well as breakup the oily of Austin. We have spent time in Curroy usuring the mily destinate became close and countries and told a rail system along 35 in a better long term autitation for braiffic and the environment. Thank you.	See Comment #5;
					Mr TsDOT TsDOT, To Whom it May Concient;	See Comment #5
1996	Kristen Wicke	3/7/2023	Email	Do not widen/no build	We found to NOCK. Street May Describe the Section of the Section	
ID	Commenter Name	Date Received	Source	Topic	Comment	Response
					have Common Bagg and Commonwealth. This way for recognizing facility 155 through boths in ord of the most ordinated models recognized in the common to the facility of the ordinated in the common to the facility of the common to the common t	See Commant #8
					Accordingly, I am writing today to express my completes support for the 153 Expinal Express Central design as proposed by T.D.O.T. Thinsi you for your consideration of this request. I reformation contained in this treasuresion is alterney invillage and confidence limit, it is interested of the true of the "invidence of the restriction of this investigation is not the interested recipient, you are hereby notified that any	
1997	Kristi E. Stotts	2/7/2023	Email	General support	dissemination, distribution or copy of this communication is strictly prohibited. If you have received this communication in error, please immediately notify us by telephone.	
1998	Kristin	1/31/2023	MyCapEx Website -	Regional Connectivity	In for rail service between Austin and San Antonia along with any other rail lines for consideration in the future that would connect metropolitan areas in Texas. Rail service would decrease our dependency on ours that conject major high ways like 355.	See comment #1
	Davis		Comment Form		on car's that congect major highways like 135.	
1999	Kristin Marcum	1/26/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 155 through Austin is one of the most congested readway segments in the State of Teass. As this seriously continted readway is often	See Comment 48
	Marcum				Duer Chairman Bugg and Commissioners: Think you for recognizing that 135 through Justin is one of the most congested nousbusy arguments in the State of Teas. As this seriously outdated modewy is often uslied the Main-Tower of Teas, as It times about our for the old and chairs and most to be suffered that of the old and the most of the old and the old and chairs and the old an	
2000	Kristin e Bray	3/7/2023	Email	Do not widen/no build	MobilitySS Program Manager Tommy Abrego. When I I made in East Austri, I didn't have a car. The single biggiost clottack to me biking around was USS - fee crossing points, incredibly dangerous intersections due to it's many laines and conflict points, it was a nightness. It was also great, chanding my are given for sealing when seeing my and sealing what it may offer the many offer problems worse, at providely expense. Please **recorded** USS. **Contracting my around your desing what from softhed my way, Expending it will only make these, and I's many other problems worse, at providely expense. Please **recorded** USS. **Contracting my around read sealing my desired plant from the contraction of the contr	Sas Corresest #S
	Kristine				Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas, As this seriously cutdated madeay is often called the Main Street of Texas, at this seriously cutdated madeay is often called the Main Street of Texas, at Texas school call for bods and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.	Sas Corresest #S
2001	Megna- Gaviria	1/13/2023	Email	General support	Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this request. Kristine Garinia	
2002		1/23/2023	MyCapEx Website -	Regional Connectivity	More liance ciden't work in Houston why would it work here? We need public triansit in San Antonio to alleviate the traffic, the scorer the better.	Sie comment #1
2002	Kristin e Robb	1/23/2023	Comment Form	Megional Connectivity		See Contract #1
2003	Kristy	1/30/2023	Email	General support	Out-Claimine Bugg and Commissioners: Their you for recognizing that 135 through Audin is one of the most congoined readway suppress in the State of Teas. As this seriously addined readway is offered under the Mails Deviet of Teas. As the seriously addined readway is offered under the Mails Deviet of Teas. As the seriously addined readway is offered under the Mails Deviet of Teas. As the seriously addined readway is offered under the Mails Deviet of Teas. As the seriously addined readway is offered under the Mails Deviet of Teas. As the seriously addined readway is offered under the Mails Deviet of Teas. As the seriously addined readway is offered under the Mails Deviet of Teas. As the seriously addined readway is offered under the Mails Deviet of Teas. As the seriously addined readway is offered under the Mails Deviet of Teas. As the seriously addined readway is offered under the Mails Deviet of Teas. As the seriously addined readway is offered to the Mails Deviet of Teas. As the seriously addined readway is offered to the Mails Deviet of Teas. As the seriously addined readway is offered to the Mails Deviet of Teas. As the seriously addined readway is offered to the Mails Deviet of Teas. As the seriously addined readway is offered to the Mails Deviet of Teas. As the seriously addined readway is offered to the Mails Deviet of Teas. As the State of Teas. As the Stat	See Correlat #8
2003	Attawa	2/30/2023	Linai	denie apport	one classical Digg and Constitution (and Constitution Con	See Control of the Co
	,				acquist.	
2004	Voiete	1/12/2023	Email	General support	Day Palance Botton Commission Trade of Commission by 150 meets before an effective and the commission by 150 meets by 150	See Comment #8
2004	Wainscott Attaway	4/42/2023	UAR	German Support	Dies Chairman Bugg and Commissioners: Thank you for exognizing that 135 through Austin is one of the most composited routeway segments in the State of Texas. As this seriously outsided routeway is offered could be than 18 through a state of the season and the seriously outsided routeway in other commissions with a real accommission between the special and immense growth we are experiencing on use great State. According its in unwill got between the composite season of the 18-50 citable Expense could in deep as a reposite by EXCT.	
					was an angle of the state of th	
2005	Kritika	1/31/2023	MyCapEx Website -	Regional Connectivity	Third commuter rail service between San Antonio and Audin will help benefit my community. A high speed rail would enable the tech workers in Audin to potentially vaside in San Antonio and create a tax beased more economic growth in the city.	See comment #1
2003	Joshi	4,34,4043	Comment Form	regions connecting	base and more economic growth in the city.	
					Mobility35 Program Manager Tommy Atrogo,	See comment #3;
					Jam a resident of Audin. TX I've been here for a long time & have lived in my different parts of town. Whenever thave to dead a new place to live, two things have come to mind: wherein the nearest HE & and how far away care get from 1-55. I got 100 to	
					town, a public trained from project, etc. 10 was of construction for issts a few was of consistion relief is NOT worth it. I lived RIGHT of if S3, only a few years also isst passed the river – and it wash was an absolute insistemany acting home, most of the time. My only available	
2006		3/7/2023	Email	Reroute to 130	tions, a part for instant for approx. (c). 20 years of composition in self a following for a format of the composition of the c	
					don't want to use an internative highway for my local trips. I actively avoid 135 amytime i'm driving, because i'm expecting it to be completely avoid. It would be a pleasant surprise if this decision was actually made to make this town better. So many people move here because of how weind or beautiful this place is, but I'm recognizing it less and loss. Maybe we could make a bigger effort into changing the big wound, that is 135, into something no one wants to "actively avoid" and	
					actually give a craip about this town we love to call home. I expect TxXOT, Austin City Council, and other representatives to stand up for me. Thank you for your time.	
2007	Krystal Maughmer			Community Alternatives	M* TADOT TADOT, Histo,	See Comment #4
1		1			Nation, in writing to your as a longtime resident of Auctin and would like to express my opposition to TAOT's plans to separal 13%. We lived in the Cherywood neighborhood for many years and still own properly in the neighborhood. Our properly is temporally invente out, and we do our very best to keep the next as low as possible to provide a more affordable housing option for our residents. We adone the neighborhood and want to ensure it is kept sales. **Conventer**	
1		1			Sincorely,	
1		1		Air Quality/Noise	This very worked about what the environmental impacts of expending the highway here would mean for the health of the community in this area. 155 divides Austin and is truly a pain in the butt to utilize when traveling to and from central Austin. I hope more consideration will be taken into alternative options such as Rethrieb 35's proposals to re-oute non-local traffic. Thank you.	San Commant #34
2008	Krzysztof Drewniak		MyCapEx Website - Comment Form	Do not widen/no build	I write in opposition to the plans to expand I-35.	See Comment #5
				Latent/Induced Demand	Firstly, it is generally known that adding more lanss to highways does not resolve congestion problems due to induced Demand.	See Comment #15;
				Climate change	In addition, because of the impacts already being caused by climate change, we should seek to induce the number of cars on reads, and not expanding the highways. More highway is the opposite of what Austin, the state, and the world need right now.	Sas Corresest #51
				Public Transit / Multimodal Transportation	In addition, as a visually impaired person, I rely on public transportation and walking to get around. Expanding the highway in Austin will make Austin harder to navigital for me and will make the city less safe for me and those like me because there will be more cars and more opportunities for things to go wrong when, for example, crossing under 1.35.	See Comment #13;
2000	y	2/16/2023	Malorent	Buriago (meldo et el estato)	No. or company to the company of the 1990 Company of the Company o	
2009	ryte	2/16/2023	Voicemail	Business/residential displacement	New, my name is Kyle, or you can reach me at 720 232 6836. Treatly believe in what the West Trinty House is doing for our, like, for our society, horselfly. I don't hone if they were compensated and relocated somewhere else. I think that would be fine too, but their existence, I feet, is very important. Because if is a third place where community can gather, basically, as a very quick, and down, like, it's where community forums, right? Where you can be a support of the support of	
1		1			International In Table of the state of the first is the first of the first is the first of the first is the first of the first is the first of the first is the first of the first is the first of the first is the first internal the first internal the first internal the first internal the first internal the first internal the first internal the first internal the first internal the first internal the first internal the first internal the first internal the first internal	
		1			Maybe it's an old way that's coming back, or whatever But it's very unique in Austin. And I think it's a way forward for us, as a culture that is feeling quite isolated right now. So, absolutely, I would read that you work with them either to avoid takind it over or to held on changed them. Thinks how ever much.	
					The state at an empty comment and control page and promise	

					Mobility55 Program Manager Tommy Alrego; The bears in Austin resident my whole life, set I've watched this town grow shockingly last. You could even argue that it has grown too fast for its own good. There hasn't been anywhere max enough time to upscale our little town's infrastructure to accommodate the values people that now he have.	See Contract #5
					accommodate the milities precise that from its less have. It discloses that committee which is capital, during greated in this base can find like a resid chore. EMPECALTY when it evolves gating on 15%. The solution to that problem is NOT longsing done one durin of 15% after a resident with construction suppressed for the next decade just to sale about of likes and the source in first in problem one on they in resident in the source	
					equipment for the next decade just to add a bursh of lanes that work even fix the problem once they're finally finished. When seen the received in the constant of lanes and the lanes that work even fix the problem once they're finally finished. When seen the received in the constant of lanes and the lanes that work even fix the problem in this town one of landsing this firm was that a fight functional and it is town the lanes that the lanes are seen that the lanes th	
				Do not widen/no build	cost less money, less environmental destruction, and way fewer legistical headaches for citizens and builders alike to deal with.	
2010	Kyle Folkera				I has pear water 8-30 currently parties could be a primer place to start. So please, as a conceimed obtain of this value, could place to start the people and the people and the people as towards a more livable Assitn with the right action taken right now. On the other hand, we could set ourselves up to forever be a congested traffic nightness of a town if we go through with the expension. You all know which one the people of this town want, so vote like it.	
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				ourserves op to review ou a congessed traint niggertains or a lown in way to triscope with the expension, foul as scrow which one the purpose of this town want, so you live it.	
				Reroute to 130		Six commant #5
				Herouse to 130	We don't need the interstate to run right through our town anymore. We already have SH.130, which was built for the explicit purpose of rerouting beary interstate traffic away from downtown. I support using SH.130 for its intended purpose. Once that happens, we can use the space where I-35 stands to start reimagining what our downtown area looks like. It's a perfect opportunity to experiment with building an	Sal Contract # S
					area with walkable spaces, affordable housing, ample public transport, and other changes that the rest of this town sorely needs.	
2011	Kyte Kriedel	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Audin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often called the Main Street of Texas, all Texans should call for bedd and decisive action to transform this critical stretch of infrastructure into a readway that will accommodate the rapid and immerse growth we are experiencing in our great State.	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxD01. Thank you for your consideration of this recuest.	
					request.	
2012	Kyle Lanmon			Do not widen/no build	Mr IDDOT TADOT,	See Comment #5
					Epsanding LSS is the wrong idea for Austin and is the wrong idea everywhere it is proposed. More larnes will only lead to more traffic as endeance by the Kat freeway in Houston. Having LSS un threads Austin Indurates the community. Unaffir or unishes be innormer austinities, has externed intended on on one traffic and traffic a	
					Notified Trick! Expanding 1/5 is the resting date for Aution and is the worn globe comprehen it is proposed. More loses will only lead for more twife as another to by the Mary Pressay in Houston. Having 1/5 or through Audion belonces the incomments, unfering provides the incomment audions, has determined the incomment produces another through the incomment of t	
				Bike/ped safety		See Comment #30
				Bike/ped safety	What Austin reeds is Safe, walky-bits-able streets and other alternatives to driving. The only way to truly fix traffic is to give people good alternatives to driving. If there is a timely, convenient, and safe alternative, people will choose it.	Side Commant #30
				Community Alternatives	Please, fully research and consider the rethinfs35 plan as it seeks to unite Austin and provide safe streets for all.	See Comment #4
2013		1/12/2023	Email	General support	Date Chairmen begg and Commissioners: Thesh you for recigiting that 155 through Audit is one of the most congoined readway segreets in the State of Teass. As this sectiously outdined readway is defined. Make Theorem 1 of the State of Teass. As the sectiously outdined readway is defined as the section of	See Comment #8
	í	1			Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this	
		1			- Squares	
2014	Kyle Morgan	3/7/2023	MyCapEx Website - Comment Form	Parks	Introdity disagree with the decision to saize land for a construction staging sees for aix years. There are more creative ways to solve these problems that don't disrespect the community and our parks.	See Comment #150
			Comment Form			
2015	Kyle	3/7/2023	Email	Do not widen/no build	Mobilit 25 Program Manager Tommy Alzreio.	See Comment #5
2023	Reiley	-,-,-			Mobility.55 Program Manager Townsy Arrago. Tame of the Commission of the Commissio	
		1			TIME HERROPY, PROMOTOR LAND CONTINUE.	
2016	Kyle Shannon	500,000	Voi	Do not widen/no build	Helio, my name is Klyle Shannon. I am an Austin resident. I live at 2502 Salvador Band Austin IX ZIP code 78/128. The calling to express my sincere and serious concern for I-35 expansion. The impacts to society for car dependent lifestyles is significant here in Texas. I can speak from experience moving from Colorado to Texas, I have always been perplaned at how car dependent we are in this city and in this	See Comment #5
			mai		Marie.	
				Public Transit / Multimodal	30 typically around 135 there is significant impediments for pedestrian traffic or bicycle traffic. Auto transportation should not be the primary mode of Transportation across millions of people. In power	See Contrast #13:
				Transportation	dependency is a terrible thing for society to you to find overtime.	
				Latent/Induced Demand	Francisc the histograph (factor exponents these problems will senior enrich more law delians to maintain and will drive seniorary impacts to communities that the around LSS. There's tree of coins that	See Comment #10:
					Expanding the highway will further exasperable those problems, will require much more tax dollars to maintain, and will drive significant impacts to communities that live around ISS. There's tons of noise that comes from highways and expanding that will just make it worse for those communities that live around there.	
						Sei Comment #30
				Bike/ped safety	And the map are experience variously amount of the devent is on the lab or development of the devent in the development of the	Side Contract #30
					If I had my choice I wouldn't xwint this expansion at all. But if it were to happen it needs to address the concerns of those living around there and to make it a liviable, safe to walk, safe to briggle area versus what it is right now - is none of those things. It is right to have a disastic invest or happen in a set of an afficiation in a city and it is sent to be desirable impact to those living around there and to make it is a liviable, safe to briggle area.	
				Cimuta abases		
				Climate change	There is no excess to have a large targetion of professional tables and selected different forms of frequenches, respecting when 1 daily prefer to drive in a ser and many papers do not prefer to drive a sea. There is a self-control of the control	See Connect #51
					Then is no excess to have a large highway that takes up agorificant upons and stock different forms of Transportation, expectably when - 1 don't profer to drive in a sur and many people do not profer to drive a war. There's a lart of diverge to our entrement and it does report the inhalling of neighborhoods in the even in, I think it is worther to print undergrownt.	
				Climate change Air quality/locise	There is no secure to have a target highway that takens programming agree and stock different forms of frampostation, expectedly when - 1 and 1 parts to drive in a cur and many people do not prefer to drive each. There is no elementary to the contract the healthy of neighborhoods in the area on, I find it is weaklin to put underground. 1 Think X's secretal to put connergy own X. I find it is secretal to the contract the final transfer to reduce the conse and printed or their secretary people.	Des Connect EAS
					Then is no excess to have a large highway that takes up agorificant upons and stock different forms of Transportation, expectably when - 1 don't profer to drive in a sur and many people do not profer to drive a war. There's a lart of diverge to our entrement and it does report the inhalling of neighborhoods in the even in, I think it is worther to print undergrownt.	
					There is no secure to have a target highway that takens programming agree and stock different forms of frampostation, expectedly when - 1 and 1 parts to drive in a cur and many people do not prefer to drive each. There is no elementary to the contract the healthy of neighborhoods in the area on, I find it is weaklin to put underground. 1 Think X's secretal to put connergy own X. I find it is secretal to the contract the final transfer to reduce the conse and printed or their secretary people.	Des Connect EAS
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1D 2017	Contrainter Nume Kylu Shannon	Date Received	Source		There is no excess to the law a large highway that takes no applicant space and stock different forms of Transportation, expectably when - 1 don't parke to drive in a car and many papels do not prefer to drive a sun. This is a smaller to whole to some an expectation to the same in the stock of the some and produced when the same is, it this is a smaller to yet or underground. Think it is available to put consering over it. Think it is available to whole the some and produced which wherear produce. And admittable to put consering over it. Think it is available to exceed the same in the	Des Connect ESA
10 2017	Commenter Name	Date Received	Source	Air quality/Nose Business/nesidential displacement Topic	There is no secure to the mark a large highway that tables programmed space and took different forms of Transportation, expensibly when - I shart purch to do not a sear and many populs do not prefer to drive a.m. There is not different forms and to the impact the facility of analystance in the large and in, I found it a search to print undergrammed. Table it is available to put covering over it, I found it is expected to the covering over it. I found it is expected from the covering over it is sentitly as a search of the covering over it is sentitly as a serving over it is sentitly these forward and I those we could recordade the this is done. Thereis, the cover is sentitly as a serving over it is sentitly as a serving over it is sentitly as a serving over it is sentitly as a serving over it is sentitly as a serving over it is sentitly as a serving over it is sentitly as a serving over it is sentitly as a serving over it is sent to sent and it is the large of the cover it is sentitly as a serving over it is sent as a serving over it is a serving over it is sent of a serving over it is sent of a serving over it is sent of a serving over it is sent of a serving over it is sent of a serving over it is sent of a serving over it is sent of a serving over it is sent of a serving over it is sent of a serving over it is sent over it is sent of a serving over it is sent over it is sent over it is sent over it is sent of a serving over it is sent ov	Sex Connect #34 Sex Connect #21 Augment
10 2017	Contrienter Nume Ryle Shannon	Date Received	Source	Air quality/Nose Business/nesidential displacement Topic	There is no excess to the law a large highway that takes no applicant space and stock different forms of Transportation, expectably when - 1 don't parke to drive in a car and many papels do not prefer to drive a sun. This is a smaller to whole to some an expectation to the same in the stock of the some and produced when the same is, it this is a smaller to yet or underground. Think it is available to put consering over it. Think it is available to whole the some and produced which wherear produce. And admittable to put consering over it. Think it is available to exceed the same in the	Sex Connect #34 Sex Connect #21 Augment
10 2017	Conventer Nume Kyle Shannon	Date Received	Source	Air quality/Nose Business/nesidential displacement Topic	There is no secure to the own a large highway that tables, polygificant space and stock different forms of Transportation, expensibly when - I don't purder to drive an a car and many puople do not prafer to drive a sec. There is not form of the second to	Sex Connect #34 Sex Connect #21 Augment
ib 2017	Contrienter Nume Kylu Shannon	Date Received	Source	Air quality/Nose Business/nesidential displacement Topic	There is no exceed to these all regis highway that issues or agriculant space and stock different forms of the importation, expensibly when - 1 and 1 parties to close as a sear out many proprise doned prefer to chase when the three is to the contractions of the importation of the importation of the importance of the	Sex Connect #34 Sex Connect #21 Augment
2017	Commenter Name Kyla Shannon	Date Received	Source	Air quality/Nose Business/nesidential displacement Topic	There is no secure to the own a large highway that tables, polygificant space and stock different forms of Transportation, expensibly when - I don't purder to drive an a car and many puople do not prafer to drive a sec. There is not form of the second to	Sex Connect #34 Sex Connect #21 Augment
10 2017	Constanter Nume Myle Shannon	Date Received	Source	Air quality/Nose Business/nesidential displacement Topic	There is no secure to the own a large highway that tables, polygificant space and stock different forms of Transportation, expensibly when - I don't purder to drive an a car and many puople do not prafer to drive a sec. There is not form of the second to	Sex Connect #34 Sex Connect #21 Augment
5017	Commenter Name Right Sharmon	Oute Received	Source	Air quality/Nose Business/nesidential displacement Topic	There is no exceed to these a larger inglineary that issues or agricultural space and stock different forms of Transportation's, aspecularly when 1 and 1 parties to their as a ser not many purples doned prefer to other and 1 their stock of the service of the service of the service of their stock of the service of the service of their stock of their	Sex Connect #34 Sex Connect #21 Augment
2017	Consents have	Date Received	Source	As quality/forces Bearman/residential displacement Topic Do not wider, he hadd	There is no secure to the own a large highway that tables, polygificant space and stock different forms of Transportation, expensibly when - I don't purder to drive an a car and many puople do not prafer to drive a sec. There is not form of the second to	See Connect 453 See Connect 451 Management See Connect 45
E 2017	Commenter Name Rysk Shannon	Date Received	Store	And quality/fiction Business/residential displacement Trace Trace On not weller, his hold Letter, followed Demand	There is no secure to the next a large highway that tables, poligificant space and stock different forms of frameworkship, expending when — short purple to drive an act and many puople do not prefer to drive a secure. There is a secure of the security puople do not prefer to drive a secure of the security puople do not prefer to drive a secure of the security puople do not prefer to drive a secure of the security puople do not prefer to drive a secure of the security puople do not prefer to drive a secure of the security puople do not prefer to drive a security pu	See Connect #38 Ten Connect #32 Ten Connect #35 Ten Connect #35 Des Connect #35
0 2017	Commenter Name	Oute Received	Source	As quality/forces Bearman/residential displacement Topic Do not wider, he hadd	There is no exceed to these a larger inglineary that issues or agricultural space and stock different forms of Transportation's, aspecularly when 1 and 1 parties to their as a ser not many purples doned prefer to other and 1 their stock of the service of the service of the service of their stock of the service of the service of their stock of their	See Connect #23 See Connect #21 Magnetian See Connect #3
5017	Commercian Name Pagis Stainmon	Outo Restrict	Source	At quality/house Boanes, has devided of displacement. Topic Do not wider, his build Leters, has been been been been been been been bee	There is no excess to there a long highway that tables, polighically the information of the properties. There is no excess to there a long the properties of the properties in the properties of the properties. There is no excess to the excess of the properties of the properties of the properties of the properties. There is no excess to the properties of the properties of the properties of the properties. There is no excess to the properties of the properties of the properties of the properties of the properties of the properties. There is no excess to the properties of the	See Connect #34 Neconnect #35 Neconnect #35 See Connect #35 See Connect #35 See Connect #35 See Connect #35
10 2017	Convente Name Ryla Stanton	Date Received	Source	And quality/fiction Business/residential displacement Trace Trace On not weller, included Learny, included Demand	There is no secure to the next a large highway that tables, poligificant space and stock different forms of frameworkship, expending when — short purple to drive an act and many puople do not prefer to drive a secure. There is a secure of the security puople do not prefer to drive a secure of the security puople do not prefer to drive a secure of the security puople do not prefer to drive a secure of the security puople do not prefer to drive a secure of the security puople do not prefer to drive a secure of the security puople do not prefer to drive a security pu	See Connect #38 Ten Connect #32 Ten Connect #35 Ten Connect #35 Des Connect #35
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© 3017	Convented Name Park Sharmon Ryler Burke	Date Nationed 2/14/2023	Stores Stores MyCaste twenton	At quality/house Boanes, has devided of displacement. Topic Do not wider, his build Leters, has been been been been been been been bee	There is no excess to there a long highway that tables, polighically the information of the properties. There is no excess to there a long the properties of the properties in the properties of the properties. There is no excess to the excess of the properties of the properties of the properties of the properties. There is no excess to the properties of the properties of the properties of the properties. There is no excess to the properties of the properties of the properties of the properties of the properties of the properties. There is no excess to the properties of the	See Connect #34 Neconnect #35 Neconnect #35 See Connect #35 See Connect #35 See Connect #35 See Connect #35
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2017	Constraint Nation Page Statemen Ryler Statemen Ryler State Kyller State Kyller State	Date Restrict 2/54/2023	Storna McCall & Website Goodware Fore Ernal	Air quality/finese Basewan/seaferried displacement Topic Do not wellen/so habit Later/shidcod Demand Air Quality/finise Malteredat Torroppyration	Them is not account to form a larger inglineary that indexes or agriduant space and stock different forms of florespeciations, expensibly when - 1 and 1 parties stores as a series many purples doned prefer to other account of the control of the c	See Connect #28 See Connect #28 See Connect #28 See Connect #28 See Connect #28 See Connect #28
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	Kylie Sharp		Email	Air quality/frates Barrensis/residential displacement Topic Do not weller, his hold Laters, fratuded Demand Air Quality frates Multimodal Transportation Do not weller, his hold General weller, his hold General weller, his hold	There is not exceed to State at larger frightney that issues or agridually stated as paged from proceed to the page of the control of the page of the control of the page of the control of the page of the control of the page of the control of the page of the control of the page of the control of the page of the control of the page of the control of the page of the control of the page of the control of the page of the control of the page of the control of the page of the control of the page of the control of the page of the control of the page of the page of the page of the control of the page of the	See Connect #38 Telegonises T
2019		1/30/2023		An quality/house Buseway/residential displacement Trace On not weller, his hold Latenty/reshould Dumand As Quality/house Multimodel Principoration Multimodel Principoration On not weller, his hold	Them is not account to face a larger inglineary that issues or agricultural space and stock different forms of florarizations, expensibly when - 1 and 1 parties stock as a sear and many puppins doined prefer to other account of the control of the	See Connect #28 See Connect #20
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2019	Kylie Sharp	1/30/2023	Email	Air quality/frates Barrensis/residential displacement Topic Do not weller, his hold Laters, fratuded Demand Air Quality frates Multimodal Transportation Do not weller, his hold General weller, his hold General weller, his hold	There is not exceed to State at larger frightney that issues or agridually stated as paged from proceed to the page of the control of the page of the control of the page of the control of the page of the control of the page of the control of the page of the control of the page of the control of the page of the control of the page of the control of the page of the control of the page of the control of the page of the control of the page of the control of the page of the control of the page of the control of the page of the control of the page of the page of the page of the control of the page of the	See Connect #28 See Connect #20
2019	Kyrie Sharp Kyria Pierron	1/30/2023	Ernail MyCapEx Website - Comment Form	Air quality/fosses Beames, residented displacement. Topic Do not volan, his build Leters/inhood Demand Air Quality/fosses Multimodal Yamaportation Do not volan, his build Connect support	Them is not account to face a larger inglineary that issues or agricultural space and stock different forms of florarizations, expensibly when - 1 and 1 parties stock as a sear and many puppins doined prefer to other account of the control of the	See Connect #33 See Connect #33 See Connect #33 See Connect #33 See Connect #33 See Connect #34 See Connect #34 See Connect #35 See Connect #35 See Connect #35 See Connect #35
2019	Kyrie Sharp Kyria Pierron	1/30/2023	Ernail MyCapEx Website - Comment Form	Air quality/fosses Beames, residented displacement. Topic Do not volan, his build Leters/inhood Demand Air Quality/fosses Multimodal Yamaportation Do not volan, his build Connect support	There is no execute to have a large highway that tables to application against any security to disting a format of the control	See Connect #35 Temporaria T
2019	Kyrie Sharp Kyria Pierron	1/30/2023	Ernail MyCapEx Website - Comment Form	Air quality/fosses Beames, residented displacement. Topic Do not volan, his build Leters/inhood Demand Air Quality/fosses Multimodal Yamaportation Do not volan, his build Connect support	There is no execute to have a large highway that tables to application against any security to disting a format of the control	See Connect #33 See Connect #35
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2019	Kylle Sharp Kylle Sharp Kyra Perron LA Rigler	1/30/2023	Ernail MyCapEx Website - Comment Form	Air quality/fosses Beames, residented displacement. Topic Do not volan, his build Leters/inhood Demand Air Quality/fosses Multimodal Yamaportation Do not volan, his build Connect support	Them is not account to face a larger inglineary that issues or agricultural space and stock different forms of florarizations, expensibly when - 1 and 1 parties stock as a sear and many puppins doined prefer to other account of the control of the	See Connect #35 Temporent Tempo
2019	Kyrie Sharp Kyria Pierron	1/30/2023	Ernail MyCapEx Website - Comment Form	And quality/ficines Business/residential displacement Tuest Tuest On not welley/residential displacement Letters/violaced Demand And Quality/Tessue Multimodel Tuesse Multimodel Tuesse Multimodel Tuesse General segions General segions On not welley/residential On not welley/residential	There is no execute to have a large highway that tables to application against any security to disting a format of the control	See Connect #35 Temporent Tempo
2019	Kylle Sharp Kylle Sharp Kyra Perron LA Rigler	1/30/2023	Ernail MyCapEx Website - Comment Form	And quality/ficines Business/residential displacement Tuest Tuest On not welley/residential displacement Letters/violaced Demand And Quality/Tessue Multimodel Tuesse Multimodel Tuesse Multimodel Tuesse General segions General segions On not welley/residential On not welley/residential	These is not counted to those a larger inglineary that tables are approximately appeared to the counterpart of the counterpart	See Connect #35 Temporent Tempo
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		1		Do not widen/no build	Manifest Sequent Manager Entering Forces, The American Sequence American Association of security pures used the competition comes sight back. There is no research to deal applicated damage for the processing of the control pro	See Comment #5
					the city's assisting core for minimal gains.	
					A perfect example is Amsterdam, which was case dependent Missiave portions of the city were moving (towards roads and highways. They chose to change direction, and now it's an incredible destination for tourism and residency. Commercial does have to move through or a count of a city. It is not as sensitive to detentions that could record in a round the city desiders are externiewly sensitive.	
					- I don't want to use an intentiale highway for my local trips.	
					Loan't wast to microsise motion possible. Loan't wast to magnify all the first will further divide the city into two and lower property values.	
					- Waint a new incredible neglightorhood that will be filled with tax payers and commerce	
					- I am willing to drive under a cap - I am willing to drive under a cap - I am willing to drive under a cap - I am willing to drive an extra 10 minutes to another route on the rare occasions a robust downtown can't provide what I need	
2023	Lance Gliser				The straing of the an education control of the strain control of t	
2023	Lance Giser					
				Bubble Toronth	The continue is a stated and from annual base, but his best decode, under all specified bear if you would be a able for purely who till no nod work have for purely as the presentation of the purely would be a significant to the purel	See Communit #33
				Multimodal	Throughout is glasted not from more larses, but higher density usage of existing larses. If you want to be a city for people who live and work hee, focusing on the movement of people through more dense and efficient options is the only solition. This means focusing on options like light risk, business with decidated larses that are more attractive because of their throughout progressed to are, and obtain. All of an address the actual throughput of local roughly come for larses represent the progress of the people bears, not the through settle. The progress of the progress of the people bears, not the through settle.	
				Hanaportano		
					hand 35 cigate Exposit Extent. As 15 Cigated Exposit	See Comment #5
					These, you for the transformative work over the last several years at the Ereas Department of Transportation to adopt a safe systems approach and seriously work toward the Read to Zivo goal of cutting traffic deaths in half by 2005 and to zero by 2006. Operating a removal price of the Event of the Event of the Event of the Event of the Event of the Event of the Event of the Event of Even	
					methodology. The Texas Transportation Commission Misses Order 115481 dispres TabOIT assists to hard of reducins the summer of deaths on Texas condessor by half by the year 2015 and to zero to the Commission.	
					matheology. The least Temporation Commission Minus Clear 115415 describ ToO's Audit in the Next Toward the goal of reducing the number of desaths on Texas randway, by self by the piec 2005 and to aver by the year 2005. The Commission extensionally arranged in finite vehicle contains a contained and the piece	
					are conversed but it is built forwarmed impact. Sometime of the contract of th	
2024	Lance Hamm	3/7/2023	Email	Do not widen/no build	sents in introducing contractive and extensions, entering the ten purpose and need of this project. Testing from unartification interior and extensions, entering the ten purpose and need of this project. Testing from unartifications in the purpose and need of this project. Testing from unartifications in the purpose and need of this project.	
					No project should move forward without a neasonable expectation that the project will neutr in meeting the Road to Zoro goal to cut traffic deaths in half by 2035. Thank you for all that TaDOT is doing and will do in the further development of this project to end traffic deaths.	
2025	Larayne Dallas	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	No Company AS
2025	Lansyné Dállás	3/1/2023	temat	uo not widen/no build	Hello,	Communication and
					I have lived in Audin, Teas since 1986 and know that "highway improvements" here bring destruction of businesses and neighborhoods. After that come more vehicles and more congestion. It is the same as I saw in New Jersey — where we lived before moving here.	
					I coppose the current TADOT plans to make 135 "batter" through Fusial sand oppose expansion. If we need to special instruction plans through critical instruction of the plans	
					Matern record place. Together the control TOOT (print to make 13.5 "bitter" fromigh Audior and oppose appearance. We want the proper the control TOOT (print to make 13.5 "bitter" fromigh Audior and oppose appearance. We want the proper through the print to make 13.5 "bitter" fromigh Audior and coppes appearance. We want to the proper through the print the prin	
2026	Lamzell Harper	1/19/2023	MyCapEx Website -	Regional Connectivity	Pleases consider finding funds to build a commuter rail that connects San Antonio to Dalliss. Thank you.	Seconment #1
			MyCapEx Website - Comment Form			
2027	Laron Cheek	1/31/2023	MyCapEx Website -	Regional Connectivity	Would LOVE any type of commuter rail in Texas. Connecting San Antonio to Austin and eventually Dallas would be a huge win for the state.	Sec comment #1
			Comment Form			
2028	Larry Rates	2/8/2023	McCarFr Website	Constal information request	The Teas Department of Transportation will host a virtual public hearing with an in-person option to gather input on proposed improvements on 135 from US 200 East to US 200 West/State Highway T1. The running of the mobile hearing in to running mobile running and intermediate the following statement (FR) and its request the following statement (FR) and its request the following statement (FR) and its request the following statement (FR) and its request the following statement (FR) and its request the following statement (FR) and its request the following statement (FR) and its request the following statement (FR) and its request (F	Bisseral information senses unformation was consider to tableholder
	2017, 2012	.,,	Comment Form		The purpose of the public hearing is to request public comment on the draft Environmental impact Spatement (ES) and to present the Preferred Alternative.	
						General information request - information was crowded to stakeholder
2029	Larry Bales	2/8/2023	MyCapEx Website - Comment Form	General information request	The Trans Department of Transcortions in their an input policies being with an in-press option to gather report on proposed representation in 155 host to 200 literal foot 300 literal (State Nightway 71. The interest literal foot in the press of the proposed option in 150 host to 200 literal foot 200 literal (State Nightway 71. The interest literal	General information request, information was provided to stakeholder
					Quisition: will that be updated and posted to the MySSCapEx.com website? Thinks you. Larry	
2030	Larry Hankamer			Do not widen/no build	Leave I 35 as is. Construction will take many years and will make travel along I 35 very slow and difficult and inconvenient for all of those years.	See Comment #5
2030	Larry Hankamer			Do not widers/no build Reroute to 130	Lawel 135 as a. Construction will take many-passes and will make threat should along 135 way show and difficult and inconvenient for all of those pairs. The best solution is to base 135 as it is not convert frey 150 bit 155 East, Simple. Much him cost, his inconvenience. They benefic can take 135 East.	Sec Connect #5 Sec connect #5
2030	Larry Harkamer				The best solution is to leave 135 as it is and convert Hey 130 to 135 East. Simple. Much less cost. No inconvenience. Thru traffic can take 135 East.	
		1/19/99/9	for the second	Reroute to 130	The best solution is to leave 135 as it is and convert Hey 130 to 135 East. Simple. Much less cost. No inconvenience. Thru traffic can take 135 East.	Sea comment #3
2030	Larry Hankamer Lathrop Smith	1/13/2023	Email			Sea comment #3
2031	Lathrop Smith			Reroute to 130 General support	The lost soldior is to least 155 as it and conset fley, 25 to 155 East. Septys. Much less cost. Its inconvenients. This traffic can take 135 dats. One Cleanes Reg and Commissioners. These you for recognizing that 125 freely shade in our of the not compared modes agreement in the 200 of Texas. As this services position of contrast and the services of the services position of the services position of the services position of the services position of the services position of the services and commission of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services.	Sea comment #3
		1/13/2023	Email Email	Reroute to 130	The lost soldior is to least 155 as it and conset fley, 25 to 155 East. Septys. Much less cost. Its inconvenients. This traffic can take 135 dats. One Cleanes Reg and Commissioners. These you for recognizing that 125 freely shade in our of the not compared modes agreement in the 200 of Texas. As this services position of contrast and the services of the services position of the services position of the services position of the services position of the services position of the services and commission of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services.	Securinal 43 Securinal 48
2031	Lathrop Smith			Reroute to 130 General support	The lost soldior is to least 155 as it and conset fley, 25 to 155 East. Septys. Much less cost. Its inconvenients. This traffic can take 135 dats. One Cleanes Reg and Commissioners. These you for recognizing that 125 freely shade in our of the not compared modes agreement in the 200 of Texas. As this services position of contrast and the services of the services position of the services position of the services position of the services position of the services position of the services and commission of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services.	Securinal 43 Securinal 48
2031	Lathrop Smith			Reroute to 130 General support	The lost soldior is to least 155 as it and conset fley, 25 to 155 East. Septys. Much less cost. Its inconvenients. This traffic can take 135 dats. One Cleanes Reg and Commissioners. These you for recognizing that 125 freely shade in our of the not compared modes agreement in the 200 of Texas. As this services position of contrast and the services of the services position of the services position of the services position of the services position of the services position of the services and commission of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services.	Securinal 43 Securinal 48
2031	Lathrop Smith			Reroute to 130 General support	The best colution is to leave 155 as it is and convert feey 35 to 15 East. Sergis, Much less cost, its inconvenience. This tredit can take 135 East. Associations begand Commissioners. This is not recognize the 152 Sergis, Much less cost in the not congenience cooling aspective price in the Store of Fees, is this seriously optioned cooling as the service of the not congenience to the service of the service o	Securinal 43 Securinal 48
2031	Lathrop Smith			Reroute to 130 General support	The lost soldior is to least 155 as it and conset fley, 25 to 155 East. Septys. Much less cost. Its inconvenients. This traffic can take 135 dats. One Cleanes Reg and Commissioners. These you for recognizing that 125 freely shade in our of the not compared modes agreement in the 200 of Texas. As this services position of contrast and the services of the services position of the services position of the services position of the services position of the services position of the services and commission of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services.	Securinal 43 Securinal 48
2031	Lathrop Smith	3/7/2023		Reroute to 130 General support	The lost soldior is to least 155 as it and conset flay 25 to 15 East. Single. Much less cost. Its inconvenients. This todific can take 135 dat. One Claiman Bugg and Commissioners. This is price in recipitarity that 125 freely shade in our of the most congress reading sensitive prices in the 325 our of less, is this service on distinct containing and of the service of the service of the service of containing and containing	Securinal 43 Securinal 48
2031	Lathrop Smith			Reroute to 130 General support	The lost soldior is to leave 155 as it is and convert flery 25 by 15 East. Simply. Much leave code. The incrementation, this tradition is to leave 155 as it is an office of the second	Securinal 43 Securinal 43
2031	Lathrop Smith	3/7/2023	Email	Reroute to 130 General support	The lost soldior is to leave 155 as it is and convert flery 25 by 15 East. Simply. Much leave code. The incrementation, this tradition is to leave 155 as it is an office of the second	Securinal 43 Securinal 43
2031	Lathrop Smith	3/7/2023	Email	Reroute to 130 General support	The lost soldior is to leave 155 as it is and convert flery 25 by 15 East. Simply. Much leave code. The incrementation, this tradition is to leave 155 as it is an office of the second	Sec convent 43 Sec Contract 43 Sec Contract 45 Sec Contract 45 Sec Contract 45 Reporters
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2031	Lathrop Smith	3/7/2023	Email	Reroute to 130 General support	The lost soldior is to leave 155 as it is and convert flery 25 by 15 East. Simply. Much leave code. The incrementation, this tradition is to leave 155 as it is an office of the second	Sec Contract 43 Sec Contract 43 Sec Contract 45 Sec Contract 45 Sec Contract 45 Sec Contract 45
2031	Lathrop Smith	3/7/2023	Email	Reroute to 130 General support	The lost soldior is to leave 155 as it is and convert flery 25 by 15 East. Simply. Much leave code. The incrementation, this tradition is to leave 155 as it is an office of the second	Sec Contract 43 Sec Contract 43 Sec Contract 45 Sec Contract 45 Sec Contract 45 Sec Contract 45
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2031	Latinop Smith Laura Baker Laura Baker Commercial Name	3/7/2023	Email Source	Remark to 1:50 General support Do not widen, no build Topic.	The lost soldior is to leave 155 as it is and convert flery 25 by 15 East. Simply. Much leave code. The incrementation, this tradition is to leave 155 as it is an office of the incrementation. The tradition is to leave 155 as it is an office of the incrementation. The convertible of the incrementation is the service of	Sec Contract 43 Sec Contract 43 Sec Contract 45 Sec Contract 45 Sec Contract 45 Sec Contract 45
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2031	Latinop Smith Laura Baker Laura Baker Commercial Name	3/7/2023	Email Source	Remark to 1:50 General support Do not widen, no build Topic.	The land colubrat is talward 150 and 150 and 1 sand conventings 250 to 150 East. Straigh, March hase cost into reconvenience. This hy halfs can failed 150 East. See Channes Baggiered Commissioners. This has you for composing East 153 brough Austin as and if the mast composed tracking a land or fines. As this services you obtained readway is office. As a failed in the provide Selection of the composine capacity for the 150 Capital Coyene. Center design as prepared by 150°C. Think you fit you consideration of this require. In any land in the fail of the control guides or provide capacity for the 150 Capital Coyene. Center design as prepared by 150°C. Think you fit you consideration of this require. In any land in the fail of the control guides or provide selection of the control guides. This land is the provides of the control guides. This land is the provides of the control guides or provides or provid	Sec Contract #3 Sec Contract #3 Sec Contract #3 Sec Contract #3 Sec Contract #4
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2032 2032 2033 2034	Lathing Smith Laura Baker Comment for Name Laura Bonding Laura Bonding	3/1/2023 Outo Received 2/1/2023	Ernal Source Ernal	Permish to 1:50 General support Do not widen/no build Tayor General support General support General support	The land column is to lawer 150 at 15 and convent they 25 to 15 East. Strapp, Machine and the recommendation is to lawer 150 and 150 a	Sec constant #3 Sec Constant #5 Sec Constant #5 Sec Constant #5 Sec Constant #5
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					Add high speed light rail between Austin and San Antonio. Having access to both crisis would help economic growth.	T.
2038	Laura Curningham	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity		Sea comment #1
2039	Laura Forster	ajunganan ajunganan		Do not widers/no build	No FIGOT FLOCT. This just can't be sight way to accommodate greets of our clip. The traffic will never ever ever get any better if all we do is make more reads. Please reconsider this about side of and ponly thought our plan.	See Connect #5
				Business/residential displacement	This plan will displace so many businesses and homes. Providing adequate and accessible public transportation takes those people who don't want to drive off the roads, freeing the roads up for people who MAXE to drive.	Sau Comment #21
			-	Public Transit / Multimodal Transportation	Maybe instead of building a bigger highway, we should use that money to really get a good railway, better inner only bile lance and true systems and better foot paths in place.	See Comment #13
2040	Laura Gilmour			Do not wider/no build	to hotoThoto! Thou beam, hades for § pass now and I have voted in every priging election—local and blade voids, I have always believed the only too things Audits mended was well connected guide; transportation in the form of no bladed transportation part mortalists. White monocolars are prompted to foreign them to they must be an example to the scotter region in what it always begreated using the first op, Expenditude (5.5 to the monotology in the current plants that would continue to	See Comment #5
				Air Quality/Noise	mountains. While mountains are impossible (to believe the city could be are example to the counters region in what is from transpositation option could bring to the city. Expanding 25 to the mountainably in the current plans that would continue to closely the city of the counter plans that counter plans that would continue to closely the city of the counter plans that counter plans that would continue to closely the city of the counterplans that would continue to closely the city of the counterplans that counterplans that counterplans the counterplans that counter	San Comment # \$4
			-	Community Alternatives	congeleds, with even higher pollution I am contain the state can re-review the finconnect Audit and Retries 35 proposals to incorporate these solutions into the next stags for downtown Audit and 155.	Sai Connect #4
2041	Laura Gottesman	2/7/2023	Email	General support		Sax Gorenant #8
2042	Latin document	2/1/2023	Char	чества въруст	Our Channel has good Claims, all contracts. The channel of the cha	
2042	Laura Johnson	2/6/2023	Email	General support	Our Channes Reg and Commissioners: Thank you for excepting field 150 through Augilia is not of the next congested reading supposes. In the State of Texas, As this surroun, activated containing a virginity of the State of Texas, as Texas, as sound on the State of Texas, as Texas, as sound on the State of Texas, as Texas, as sound on the State of Texas, as Texas, as sound on the State of Texas, as Texas, as sound on the State of Texas, as Texas, as sound on the State of Texas, as Texas, as sound on the State of Texas, as Texas, as sound on the State of Texas, as Texas, as the State of Texas, as Texas, as the State of Texas, as Texas, as the State of Texas, as Texas, as the State of Texas, as Texas,	See Comment #8
						Se Connect #178
2043	Laura Miller	3/7/2023	Email	Construction	MakingSi Program Manager Tummy Abrago. We felt need the publishes the construction surface its not going to help born and related here places do not do this to our dry	
2044	Laura P Martinez	3/6/2023	Email	Do not wider/no build	Makes 25 Program Manage Transport Services (Transport Manage Transport Man	See Comment #5
2045	Leura Strawn			Do not wider/no build	MobilityS Program Manager Tommy Alaregis, As a native Austrian. Logoue the current price for multi-laive expension of IRSS through downtown Austria. This is a major decision that will change the character of downtown Austrian for many lifetimes, and should be conductive to our quality of life is a much or good latch by the Laive Stewn	See Comment #S
			-	Community Alternatives	I prefer a plan like Rethink 35 or other options with buried or turnel lanes, or with park caps over the frieway to connect the east and west sides of town.	See Comment 44
				Do not widen/no build	I have been following the progress for the reconstruction and explansion through my neighborhood association in Hancock for a couple of years and the one aspect of the project that concerns me is the	See Comment 45
2046	Laura Tuli				Name have filtering the program for the commonwhere and experies the product of execution to be completed or account for a count of the completed or product of the completed or account of the laws, and the completed or account of the laws, and the completed or account of the laws, and a count or account of the laws, and a count or account or account of the laws, and a count of the laws are not ready for the count of the laws are not ready for the count of the laws are not ready for the count of the laws are not ready for the count of the laws are not ready for the count of the laws are not ready for the count of the laws are not ready for the laws are not ready for the laws are not ready for the laws are not ready for the laws are not ready for the laws are not ready for the laws are not ready for the laws are not ready for the laws are not ready for the laws are not ready for the laws are not ready for the laws are not ready for the laws.	
				Caps/Deck Plazas	Otherwise, I love the idea of sinking the highway and creating caps and stitches to connect esighborhoods.	See Comment #42
2047	Laurel Power	500,000		Do not widen/no build	Mr TADOT TADOT,	See Comment #5
					Egyption elizaring (35 Sections) 55 in already scently, found, from Congress or mission recovered groups; the day of years. Egyption (35 would delivery businesses and harves, but reducing it is a lookeased with traffic cationing medians and shades tream votable grows as off or deverteen housing, small local businesses, and also with delivery businesses and harves. but reducing it is a lookeased with traffic cationing medians and shades tream votable grows per or search for deverteen housing, small local businesses, and safe without persons.	
				Reroute to 130	I think that diverting interstate traffic around the city would ease downtown congestion, and a lovely tree-lined boulevard would do more to connect the city than congest it.	See comment #3
2048	Laurel Power			Do not wider/no build	Statistics Tragent Manager Tramp Strapp. The State St	See Comment #5
				East/West Connectivity	Equanting the already noty and policing highway would displace more people from their homes and exclusions, will create a construction registrate disentence, will further divide East and Weel Audin-certificiting to Lorder periodication, and will encourage more care in the day center, weaking the eir quality and suikability of the city.	See Comment 610
				Community Alternatives	1 like Re-Think I-35's proposal to turn I-35' into a pedistrian and bicycle friendly tree-lined boulevard for local traffic, and move intensiate traffic outside of the city center.	See Comment #4
2049	Lauren Ash			Do not wider/no build	Making Singhers Manager Temps refer the year of the second for many interacting lighways. I had no labs how much my file was shaped by the presence of such traffic wild I was older and fixed complication. As constant Exams. As well well as about the second for many interacting lighways. I had no labs how much my file was shaped by the presence of such traffic wild I was older and fixed control of the second for the second	Sea Contravel 45
			-	Latent/Induced Demand	The French understood Triducad Demand's when opening up commercial railweys to passenger trains-society the option to travel by train was available, and thus popular. Why don't Americans'? More lanes won't reduce traffic, much less eliminate it allegative.	See Comment #18
2050	Lauren Cebulske			Do not wider/no build	Material Strangers Minage Training Nations. The Audit residents that National University I storingly appear ITD/Ins plans for expansion. Highway expansions do not soon shall be not want to see this happen to Audit. Source subsidiary.	See Communic 65
				Community alternatives	Lam for the rathink 35 proposal.	Sau Comment #4
2051	Lauren Gaines			Do not widen/no build	Mobility\$5 Program Manager Tommy Abrego, Meaking to Program Manager Tommy Abrego, Please no more cars on the readel I'm tred of the planners coming up with new ideas indicated of trying something the rest of the country almost half. Please can we wisk before we lead into something too expensive and lengthy.	See Comment #5
				Bakka Franch	Lauren Garres Assured treasured the centre of 10 common or desirable base to recrease state basels for each order's belief to be for an old above december to the own of section of 10 common or desirable base to recrease state basels for each order's belief to be for an old above december to the own of the common of 10 common or desirable basel for example.	Sectionnes 43
				Multimodal Transportation	Then everyone would benefit. The summanding theme would also receive me to be trained from fair of a finite given and benefit to be prompting a rail gaing report and could be a fixed from training and the fixed from the prompting and prompt	
2052	Lauren Luft			Do not widern/no build	Materials Progress Manager Inverse draws of the Section of the Sec	See Comment #S
				Community Alternatives	Please consider the Matthick 35 plan and of the possible adheracious to expending an already problematic road. I expect our representatives to consider the well being of impact and others in conning to a before existion.	See Comment #4
ID	Commenter Name	Date Received	Source	Topic	Connect	Responsis

					Our Common bag and Commissioners: There put for recognizing that 1.55 enough holds in any of the notice congenized numbers reported in the base of frees. As this section of public or for the section of the first better of frees. As this section of public or for the put of frees. As this section of public or for the put of frees. As this section of public or for the put of frees. As this section of the sectio	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-S5 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.Launen Launen Noonan	
					Contractival excelors Assistant William Program of the Contractival Co	
					fissulation. Mease call your closing than to confirm the Wire instructions before wiring your funds, Nease wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing, and the company of the	
2053	Lauren Noonan	2/8/2023	Email	General support	been exposed to anyone enhibiting COVID-19 symptoms. If you are unable to attend closing, phase contact your score when the among an enrote closing option. Costs associated with a rennote closing option will be passed through to the party recession is same, Please know that we accreasing one option. Please in the party recession is same, Please in the party and the passed of the passed in the passed of the passed in the passed of the passed in the passed of the passed in the passed of th	
					clients. Any confidentiality or privilege is not vasived or lost because this email in set bean sent to you in error. If you are not the intended necipient, you are harvely notified that you have received this email in error and that any review, disclosure, disconsistent, and intended necipient, and intended necipient, and intended necipient, and intended necepient	
					altachments. Thank you for your consideration.	
2054	Lauren Stanley	3/6/2023	VOH	Latent/Induced Demand	TIM NOT SURE HOW MANY TIMES WE HAVE TO LEARN THE LESSON THAT SOLVING ROADWAY USE IS NOT ACHIEVED BY INCHEASING THE CONDUIT SIZE TO ACCOMMODATE MORE VOLUME, ALL THAT DOES IS	See Commant #18
					BEG MORE VOLUME. LOOK AT THE ENDENCE - FROM NATY FREEWAY IN HOUSTON WITH 11+ LANS IN EACH DIRECTION, TO YOUR BEDROOM CLOSET THAT FILLS UP NO MATTER HOW BIG IT GETS. WE NEED TO RETHINK HOW WE ACHIEVE QUALITY OF LIFE, AND STOP SPENDING EXDRIBITANT PILES OF MONEY ON CHASING THE WRONG FIXES, AND PRODUCING MORE PROBLEMS IN THE WAKE.	
2055	Lauren Stott			Do not widen/no build	MobilitGS Program Manager Tommy Abresto.	See Comment #5
					Clearing, We down its Justice and I ame a resident of West Audio. 1570/NGLY oppose the lane expansion of 1-55 in Audio. We know from existing multi-lane highway projects that highway expansions do not ease staffic congestion. My decision to live in Audio from (and in the product) dependent on the audios of a less care dependent future for this community.	
					traffic congestion. My decision to live in Austin long-term is incredibly dependent on the outlook of a less car-dependent future for this community.	
				Latent/Induced Demand	We know there is a demand for more multi-mobility and less vehicle concentration on Austin roads, Instead, we must support sustainability and growth of other mobility methods like bus routes, train options, and bileaseys.	See Comment #18
				Multimodal Transportation	Please dun't succurrib to the outsidated mobility standards that are pushed by the automotive lobby, instead, help Austin become a multi-mobility leader that will help all people in this community thrive and store.	See Comment #20
2056	Lauren Sustaita	2/12/2023	VOH	Do not widen/no build	DO NOT EXPAND NORTH IS	See Comment #5
2057	Lauren Wright	2/7/2023	Email	General support	Date Chaliman Bugg and Commissioners: Thank you for recognizing that 135 strough. Austin is one of the most congested readway segments in the State of Texas. As this seriously auditated readway is often coaled that Main Several of Texas. As this seriously auditated readway is often coaled that Main Several of Texas. As this seriously auditated readway is often coaled to the seriously auditated readway is often.	See Comment #8
		1			called the Maint Driver of Texiss, all Teams should call for bodd and decisive action to branchorn this critical shetch of inflashructure into a readway that will accommodate the sippol and imminise growth we are experiencing in our great State. Accordingly, I am writing today to express my completes support for the 1-3S Caiphal Express Central design as proposed by TxCOT. Thank you for your consideration of this request. Sincerely, Lauren Weight	
					LAUNET WINDTE	
2058	Lauri Che Kelly	1/19/2023	MyCapEx Website -	Regional Connectivity	Real system for passengers screly needed We must have funding for misos transit passenger rail project on IH 35 between San Antonia and Austin to reduce staffic, traffic accidents, conserve on foosil fuel consumption (cost to individual drivers) and related generatorse gas enrissions that contribute to climate change. Please forward a plan for this that also serves those, like min, in the sentre population who want to remain mobile between obless	See correnal #1
			Comment Form		without having to drive that stretch of dangerous highway.	
						Se connect#S
1		1			Later Egy princip. The size is a supplication but well to discrized in impact of the proposed disciple to 13.7. Please are are registrated concerns below. What if don't indiscrized as why the 183 bit and remains empty with broke and offer case passing through the size is 15.7 this is not expression to 15.7 t	
		1			Additionally, the intersection at Airport and 155 needs further review. As the plains stand, it will be nearly impossible for us to turn left out of our neighborhood, meaning that you will have a mass of people clogging the 135 intersection going in	
		1			Additionally, the businessess that are going to be impacted with this plan are significant. Austin is already losing so many of the morn and pop businesses and now even more are in jeopardy because of this poor planning. Business 162: The businesses that are going to be impacted with this plan are significant, Austin is already losing so many of the morn and pop businesses and now even more are in jeopardy because of this poor planning. Businesses 162: The businesses that are going to be impacted with this plan are significant. Austin is already losing so many of the morn and pop businesses and now even more are in jeopardy because of this poor planning.	
					meranis i 30. Interview, Laurie reung Dehenod 2 resident	
		1			Comment from Delinood 2 Neighborhood Association on ThDOT Draft Environmental Impact Statement on the I-35 Capital Express project. The proposed alternatives for rebuilding I-35 through the central segment do not meet Delinood 2 neighborhood needs and actually cause mobility issues. The proposed highway designs do not meet Delinood 2 mobility and access needs.	
					The proposed alternatives coal for closing one of the four entrances to the neighborhood. This will increase the difficulty of general proposed alternatives coal for closing one of the four entrances to the neighborhood when the right hand larve proposed alternatives coal for closing one of proposed sources and intended coals on a lotter part back up to the proposed alternatives and research in intended cross on the left turn to go south on a 153, as extend on for fall fit back on the proposed alternatives of the coals and research to the left turn to go south on a 153, as extend on fall fit back on the proposed alternatives of the coals and the proposed alternatives of the	
2059	Laurie Berman Young	3/7/2023	Email	Reroute to 130	hour.	
	Berman Young	4,7,222	Lilai			
2060	Laurie Fitipetti	224,000	VOH	Do not widen/no build	Dear TXDOT,	See Comment #5
					Thank you for the constraint to contribute to this conservation. I'm disconninted at the lark of vision that has gone into this nion TXDXT should by definition focus on more than building marks and emisse	See Contract #3
					Date 1000. These, by of the opportunity to contribute to this conveniend on. I'm disappointed at the lack of vision that has gone into this plan. TROOT should by definition focus on more than building raids and explore other answers for monting people.	AND COLUMN TO
					Think you for the opportunity to contribute to this convenience. I'm disapported at the lack of vision that has gone into this pies. TIDDOT should by definition focus on more than building made and explore other assures for moving people.	
				Latent/Induced Demand		Sec Comment #18;
				Laters/induced Demand	These you for the approximal to controlled to this conversation. I'm disepposed at the law of vision that has gove not the law give not the law of vision that has give not the law of vision that has give not the law of vision that has give not the law of vision that has a disepposed on the law of vision that has a disepposed	
				Later#/Induced Demand	While we all agree that there is highway conglistion, there is no clear evidence that more road - less staffic, (See Houston.) It is diarigeneous to imply that road construction is a brillic solution. Please do you home	
				Latent/Induced Demand Public Trainat, Malfrinodal Trainsportal	While we all agree that there is highway congestion, there is no clear evidence that more road - less traffic, (the Houston,) it is diangement to may) that read construction is a traffic solution. Please do you homework and loak at the older.	See Communit # lib.
				Later#/Induced Demand	This was all ages that there is highway congustors. There is no clear evidence that more road - less Yarlis. (The Mouton.) it is disregences to may that read construction is a buffix salidors. Please doyno haveness and took at the data. Takked we ment to make public transportation convenient and administer. In adjust this above largetted washed plan.	See Communit # Els.
9001	Laurie	1/99-9944		Labert/Induced Demand Labert/Induced Demand Public Transit/ Mikilimodal Transportation	While we all agent that them a highway congestion, there is no clear evidence that more road * less traffic, (See hission.) It is disrigenous to imply that road construction is a briffic solution. Reserve dry to hission at the data. **The data was well not use point transportation convenient and afficiation. I am agent this short eighted washed plan. **Laurist for reconsiding.** *Laurist figures.**	Date Continued # \$1(). Time Continued # \$1().
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2061	Laurie Logue	1/23/2023		Labert/Induced Demand Labert/Induced Demand Public Transit/ Mikilimodal Transportation	While we all agent that them a highway congestion, there is no clear evidence that more road * less traffic, (See hission.) It is disrigenous to imply that road construction is a briffic solution. Reserve dry to hission at the data. **The data was well not use point transportation convenient and afficiation. I am agent this short eighted washed plan. **Laurist for reconsiding.** *Laurist figures.**	Date Continued # E (b). Size Continued # E (b).
2061	Laurie Logue	1/23/2023		Labert/Induced Demand Labert/Induced Demand Public Transit/ Mikilimodal Transportation	This was all again that there is highway conglation. There is no other enders and more made * less Smith; Shie Moueton; I is a disregenceau to may that made construction is a brill's salidation. Please drops harmonic size of the salidation of the	Das Contravel # \$\frac{1}{2}\] fine Contravel # \$\frac{1}{2}\] fine Contravel # \$\frac{1}{2}\]
2061	Leurie Logue	1/23/2023		Labert/Induced Demand Labert/Induced Demand Public Transit/ Mikilimodal Transportation	This was all again that there is highway conglation. There is no other enders and more made * less Smith; Shie Moueton; I is a disregenceau to may that made construction is a brill's salidation. Please drops harmonic size of the salidation of the	Date Continued # \$1(). Time Continued # \$1().
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			Ernsk	Laters/Indused Demand Public Training Multi-rodal Training-rolation General support	This was all again that there is highway conglation. There is no other enders and more made * less Smith; Shie Moueton; I is a disregenceau to may that made construction is a brill's salidation. Please drops harmonic size of the salidation of the	Das Contravent # Elb. Tion Contravent # Elb. Tion Contravent # Elb.
2081	Leurie Logue Leurie Logue	1/23/2023 2/8/2023		Labert/Induced Demand Labert/Induced Demand Public Transit/ Mikilimodal Transportation	This was all ages that there is highway congaston. There is no clear evidence that more road - less frailful. (This Mouston) it is disregences to reply that read construction is a brillin satisfact. Please dopps have been also also a fine data. Takked was meet to make public transportation convenient and affinished. I am against this short-applied wisheld prior. Lauter Ripedi. Clear Chairment Ripedi. Clear Chairment Ripedi. Clear Chairment Ring and Commissioners: These you for recogniting that 155 through Justice is now of the most compound coalising segments in the State of Tease. As this services public and also a property of the recogniting of the recogniting that 155 through Justice is now of the most compound coalising segments in the State of Tease. As this services public and analysis of the recogniting of the recogniting that 155 through Justice is now of the most compound coalising segments in the State of Tease. As this services public analysis of the recogniting of the recogniting of the recogniting of the recognition of the reset State As the services public analysis.	Das Contravel # \$\frac{1}{2}\] fine Contravel # \$\frac{1}{2}\] fine Contravel # \$\frac{1}{2}\]
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2062	Laurie Logue		Ernsk	Laters foliaced Dominal Places Towner, Mill Transportation Transportation General support General support	It is an all ages that there is highway congactor. There is no clear evidence that more road - less training. One thousand, it is disregarceas to reply that road construction is a briefit solution. Please drops there was a briefit solution. Please drops the second of the confidence	See Connect 4 (3). See Connect 4 (3). See Connect 4 (4). See Connect 4 (5). See Connect 4 (6). See Connect 4 (6). See Connect 4 (6).
2062	Laurie Logue		Ernsk	Laters/Indused Demand Additional Translation Additional Translation Additional Translation Transportation General support General support On not solary to build	The wast all again that there is highway conglation. There is no other enders or that more road = less Suffic. (She Thousant) I is disregancies to reply that road construction is a suffic substant. Please dryne horizone. The sufficient is not being and to consider the substantial production of the substantial production of the substantial production. The substantial or considered. Lames Rigidal Cancer Description in the grant discremination on traveless and efficiently in the substantial production of the s	The Contract # 25; See Contract # 25 See Contract # 25 See Contract # 25 See Contract # 25
2062	Laurie Logue		Ernsk	Laters/Indused Demand Public Transis Memorial Transportation General support General support Do not solars/so build Personal to 130 Laters/Indused Demand	The was all agen that there is highway conglation. There is no other endersor that more road = less Suffic. (See Present) 1 is disregeneous to reply that road construction is a suffic solution. Please dryps have been all the control of the contro	The Contract #35 See Contract #3
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				Do not widen/no build	MobilitySS Program Managor Tommy Atrogo,	See Comment #5
					MobilityS5 Program Manager Tomory Abrego. Date Mr. Abrego. The Williams of the Control of the Co	
					Austin my horne.	
					Audio my horse. Invoice my hors	
					contend with environmental assaults such as this proposed pointless bloated monstrosity of a highway.	
2066	Leah McLerov					
2000	Lean McLerdy					Sax Comment #4
				Community Alternatives	Indicheratedly support the Nethirk35 plan, and fm appalled that TxDxt and its sycophants are flagrantly denying the plain and simple facts: highway expansions such as this have never worked, and there is no convicting data to support otherwise.	See Comment #4
				Latent/Induced Demand	They include dament and make congestion wome in the long run. They do not solve the problem they propose to fin. This begit the question: why does anyone want this in the first place? Whose benefit is it for, make, if the date deeply does not support it?"	See Comment #18
					for, really, if the data cleanly does not support it?	
		Date Received				
ID	Commenter Name	Date Received	Source		Comment	Responses
				Racial Justice	Not to mention the radical increase in air and noise pollution that this will create. The highway noise is already incredibly load in my yard, othen downing out regular conveniation, and making it impossible to unity being contack. And the increase in this already harmful air pollution custed by the highway. Why on earth would you went to further disks the city on nacial and economic lines by creating a load pollution. Exploring making higher proteins principle and economic lines by creating a load pollution graph principle and diseases. The pollution graph principle regular shares with the sale already accordant in a long time of creating of environmental scanses and diseases.	See Comment #3
					may be the Qualitative to the transfer and the state of t	
2067	Lee Ann Cameron			Do not widen/no build		See Comment #5
2067	Lee Ann Cameron		MyCapEx Website - Comment Form	Do not widen/no build	I strongly oppose the TXDOT plan for I-SS through Austin. Prioritize bus only lanss and on/off ramps. Prioritize public triansit over private vehicles. Bury the freeway as much as possible, And DONT make the people of Austin pay for it. This is a TXDOT plan—TXDOT MUST pay for it, and not the laneady overburdened people of Austin. Please review the input of citizen groups. We demand that you consider the	See Comment #5
					anxisorment as well as the culture of Austin.	
				Bublic Transit / Multimortal	We need to focus on building infrastructure for busies and trains and find ways to devert traffic from 135.	See Comment #13
				Public Transit / Multimodal Transportation	•	
	1			Air quality	We need serous environmental review, which at a minimum must include greater measurements of air quality, and finding ways to treat water runoff, save our drinking water (once it's gone, it's gone forever.)	See Comment #558
2068	Lee Howson			Do not widen/no build	MobilitySS Program Manager Tommy Abrego,	See Comment #5
					15. Wy name is Lee Horsson and I'm a resident of Austin TX. My horne is a 40 second drive away from i-35 crossing at 51st street and 1 deeply and emphatically losse the direction TXDOT has chosen to pursue in expending I-35 to allow more car and	
					I'm begging 1000T on my hands and lives to listen to the people who live here included of following the east roads of endess and unthinking expansion. Expending 35 may be the thing this pubble me leady from my hands of growth and be incomprehenable into the latent of the needs of the people either than some quota on paper over an artificially driven problem. Thanks you for your time and florego you make in doors the people living the area origing of the Cent register.	
					Thank you for your time and I hope you make the choice the people living here are crying out for. Best regients, Like	
				Community alternatives	The details laid out in this website give some insight into ways I think we could make a real difference and improve the lives of centrally located Austinities - https://rethink35.com/the-rethink35.plan	See Comment #4
				East/West Connectivity	to connect exist to west for miles and miles instead of burdening our with more traffic	See Comment #20
				Air quality	We have the ability to not only stop a bad plan from being implemented, but to also choose a much better solution that bridges out city's uglised scar (195), more division, more pollution, and more problems.	See Comment #558
2069	Lee Manford	3/7/2023	MyCapEx Website -	Do not widen/no build		See Comment #5
2069	Lee Manford	3/1/2023	Comment Form	Do not wider/no build	Connecting 4.44 with Nikhwise device, commons is a legisly commensal or an end framework or place of processing a special group asset through a beyond the first black with the connection of the processing a special group of the of the behavior device, processing a special group of the ordinary or place as through a president all processing a special processing a special group of the ordinary or place as through a president all processing a special group or place as through a present all processing a special group or place as through a present all processing as through a president all processing as through a president all processing as through a president as the processing as through a president as the processing as through a president as the processing as through a president as the processing as through a president as the processing as through a president as the processing as through a president as the processing as through a president as the processing as through a president as the processing as through a president as the processing as through a president as the processing as through a president as the processing as through a president as the processing as through a president as the processing as through a president as the processing as the processing as through a president as the processing as the processing as the processing as the processing as the processing as the processing as through a processing as the processing as the processing as through a processing as the processing as the processing as the processing as the processing as the processing as the processing as through a processing as the processing as the processing as through a processing as the processing as the processing as the processing as the processing as the processing as the processing as through a processing as the processing as the processing as through a processing as the processing as the processing as the processing as the processing as the processing as the processing as through a processing as the processing as the processing as thr	See Comment #D
					livies on Wishine Bhd, such an increase in traffic endangers children playing or walking to school in the neighborhood, endangers residents walking their pets, and endangers residents was a supplication of their pets, and endangers residents walking their pets, and endangers residents was a supplication of their pets, and endang	
2070	Lee Miller	2/9/2023	Phy	Do not widen/no build	Please do not proceed with this project! We need to think more holistically about what problems we have and how we will solve them. I support a no build solution.	See Comment #5
			sica			
			Co		Or Chammes Bagg and Commissioners: Thesis you for recogning (bit 155 through holds is one of the most congenied makes yeapment in the base of Texas, As this seriously additional makes you the most congenied makes yeapment in the base of Texas, As this seriously additional makes you then contained the base of the seriously as the base of Texas, As this seriously additional makes you then make growing and seriously as the property of the seriously as the property of the seriously as the property of the seriously as the property of the seriously as the property of the seriously as the property of the seriously as	
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that 155 through Austin is one of the most congested read-way segments in the State of Texas. As this seriously outstand couldway is often called the Main Peter of Texas a. If Texas is Seriously outstand couldway is often called the Main Series of Texas a. The Series of Texas is seriously outstand to the could not consider the Austin Series of Texas is seriously outstand to the Consideration of the Consi	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxD0T. Thank you for your consideration of this request. Leigh Torian	
					1-Due to increase on transport manager into Location and Annager in the Company manager	
					Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VEIT OUR CPRICES If you are feeling if or if you know you have been exposed to anyone exhibitions CPUID-19 semotoms, if you are unable for abtend closing, coloring with personal entering and anyone exhibitions of VEID-19 semotoms, if you are unable to attend thought to the capital entering the control of the control will be assessed the what personal entering the capital entering the control of the control will be assessed the entering the control of the control will be assessed the control will be assessed the control of the control will be assessed the control of the control will be assessed the control of the control of the control will be assessed to the control of the control will be assessed to the control of the control will be assessed to the control of the control will be assessed to the control of the control of the control of the control of the control will be assessed to the control of	
2071	Leigh Torian	2/7/2023	Email	General support	Notes that we appreciate your business.	
					Note that the supposed per boundary. One Office I will proceed per boundary of Audito, Inc. and, or but deres. Any confidentially or privilege in not wised or lost because ONE ONE ONE OF I have not as due my attachments may contain proprietacy, confidentials, or privilege information of Heritage Tife Company of Audito, Inc. and, or but deres. Any confidentially or privilege is not wised or lost because Office One One Office Company of Audito, Inc. and, or but deres. Any confidentially or privilege is not wised or lost because Office One Office Company of Audito, Inc. and, or but deres. Any confidentially or privilege is not wised or lost because Office One Office Company of Audito, Inc. and, or but deres. Any confidentially or privilege is not wised for the original of the original origi	
					If you have received this email in error, please notify the sender immediately by reply or by delete this email, and delete this email, and destroy all copies and any attachments. Thank you for your consideration.	
2072	Leissa K Kimball	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	I would love communar rail service San Antonio to Austin. It would make commuting so much easier and easier traffic congestion and pollution problems.	See comment #1
			Comment Form			
2073				A		See Comment #5
2013	Leo Anden	s		Do not widen/ o build	Mobility55 Program Manager Tommy Abrego, Please get that freeway out of the center of our oity. We already have SH150 let's use it!!! I don't want my gas taxes to pay for more concrete and more congestion. Please create a boulevard that caters to people and low speeds through our city.	
	on			o build	Lobby to use those Tasket funds to build mass transit in our city! Lob Anderson	
1	1					
1	1				Please don't widen 135. Send the traffic to SH130 and lets convert the present ISS into a boulevard that supports people not cars. Lobby to use highway funds to expand mass transiti	See Comment 45
	1					
2074	Leo Anderson	3/7/2023	Email	Do not widen/no build	Mr TxDOT TxDOT, Re-design 155! Turn it into a neighborhood boulevand! We already have Highway 130. Let's use in!	See Comment #5
					The state of the s	
2075	Leonardo Martinos			Do not widen/no build	Mobility's Program Manager Tomey Alexan	Sax Comment #5
2013	one oo menting			So not watery no sould	work sis a transportation planner & have a estates dagree in urban planning. The science, the community, & the process in how TxDOT is going about this expansion is wrong. In conclusion, I OPPOSE ANY EXPANSION of LSS, as it will affect the	
1	1				MaintainS Angues Massage Thome, Nation, seek as transportation of beginned Assert as mistered degree in surface planning. The science, the community, it the process in how 1500's against about this expension is wrong, in conclusion, I OPYDE ANY DRIVIDOR of U.S., as it will affect the connectivity in this Master explication out to control Assert in Assert seek and the science of the Section of the Section of Section On the Section of Section On the Section of Section On the Section of Section On the Section On t	
1	1					
1	1			Latent/Induced Demand	Expansion only worsen traffic as shown in Induced Demand studies. The community, including myself, 09905E expansion & rather have trained investments or a bulevard options. Lastly, 15001 seems to only listen to people who mention their own alternatives, rather than ALL the possible alternatives.	See Comment #18
1	1				Issian to people who mention their own afternatives, rather than ALL the possible afternatives.	
2076		u 3/7/2023	Email	Do not widen/no build	Mr TADOT TADOT,	See Comment #5
2016		4/1/2023	L/MI	So not worth no build	Downtown Austin is some of Texas' most valuable real estate. It would be a terrible waste of my money as a taxpayer to use turn it into an expanded highway, and just eventually end up looking like Houston. How about taking Dallas/example and	
					run a different interstate far from Austin's downtown	
		1				
		r				See Comment #5
		d r				See Comment et S
						See Commert #5
				Do not widen (no heild		See Comment 45
				Do not widen/no build		See Commer #S
				Do not wider/no build		See Commet #5
2077	Lesia Walber			Do not wider/no build		See Commer 45
2077	Lesia Watser				MANISS Region Manager Training Alongs. MANISS Program Maniss Program Manager Training Alongs. MANISS Program Manager Training Alongs. MANISS Program Manager Training Alongs. MANISS Program Manager Training Alongs. MANISS Program Manager Training Alongs. MANISS Program Manager Training Alongs. MANISS Program Manager Training Alongs. MANISS Program Manager Training Alongs. MANISS Program Manager Training Alongs. MANISS Program Maniss Program Manager Training Alongs. MANISS Program Manager Training Alongs. MANISS Program Maniss Program Maniss Program Mani	See Common #5
2077	Lesis Walter	1		Do not widen/no build Laters/Induced Demand		See Contravel 4 53
2077	Lesis Walker	9			MANISS Region Manage Training Alongs. MANISS Program Manage Training Alongs. MANISS	See Comment #130
2077	Lesis Walker				NAMES OF PROGRESS AND ADMINISTRATION (A TOTAL OF THE ADMINISTRATION AND ADMINISTRATION AN	See Comment #38 See Comment #38 See Comment #38
2077	Less Walver			Latert/Induced Demand	MANISS Region Manage Training Alongs. MANISS Program Manage Training Alongs. MANISS	
	Less Walver		No.	Laters/Induced Demand Air Quality/Noise	MANISTS Program Manager Training Alongs. MANISTS Program Manager Training Alongs. MANISTS Program Manager Training Alongs. MANISTS Program Manager Training Alongs. MANISTS Program Manager Training Alongs. MANISTS Program Manager Training Manistry. MANISTS Program Manistry. MA	Sau Communit #34
2077	Lesia Walker		VOH	Laters/Induced Demand Air Quality/Notice Do not widen/no build	NAME OF THE PROPRIES THE PROPRIES AND ADDRESS OF THE PROPR	San Communit #34 San Communit #5
	Lesis Walker Lesis Reynolds		VOH	Laters/Induced Demand Air Quality/Yosse Do not widers/no build Business/vestertial displacement	Nation 25 Regions Manager Training Arragin. Nation 10 Regions 10 CMT years for 15 Set of to speak expension in Legion to the Reference of the Region 10 Regions and the Regions of the Region 10 Regions and the Regions of the Regions and the Regions and the Institute of the Regions and	See Comment #34 See Comment #3 See Comment #3:
	Lessa Walker Lessa Reproduk		VОН	Laters/Induced Demand Air Quality/Notice Do not widen/no build	NAME OF THE PROPRIES THE PROPRIES AND ADDRESS OF THE PROPR	San Communit #34 San Communit #5
	Lesia Walker Lesia Reprodu		VOH	Laters/Induced Demand Air Quality/Yosse Do not widers/no build Business/vestertial displacement	Nation 25 Regions Manager Training Arragin. Nation 10 Regions 10 CMT years for 15 Set of to speak expension in Legion to the Reference of the Region 10 Regions and the Regions of the Region 10 Regions and the Regions of the Regions and the Regions and the Institute of the Regions and	See Comment #34 See Comment #3 See Comment #3;

				Do not widen/no build		Sec Comment 65
2079	Lesly Carbajal			Do not widen/no build	Mobility.55 Program Manager Tommy Abrogo, Helfo, my name is Lealy Carbajal and I have studied only planning for many years. I am a resident of Austin, TX. Eve gone to school in Austin, lived here for years and love this city, And that is why I. I OPPOSE TXDOT's plans for 135 and 10PPOSE	See Comment 45
					separation. Jam incertrivising other modes of transportation.	
					I am incentrivising other modes of transportation. 20 years of communities for just a lever years of congestion relief is NOT worth it. I don't water to use an intensistate highway for my local brips. Legoch TODE, Manth, Or Quantel, and other preparentations to Stated up for me.	
					Emperica Cado C, Assaulta Carg Godernos, mos Grante Esperamentariones or manuscular comprehensive co	
				Latent/Induced Demand	ToDOT's proposal glypowis Induced Demand, construction impacts, pollution impacts, the failure of almost all highway expansions, and the success of freeway removals. The proposal's traffic modeling is	See Comment #1B
					flamed.	
				Air Quality/Noise		See Comment #34
				Air Quality/Noise	Highway explansions do not work. They worsen congestion, air, noise, and water pollution, and safety, and do not promote other transportation options beyond driving, 20 years of construction for just a few years of conjection neited is not worth it.	Data Contribution 2-24
2080	Leta Moser			Do not widen/no build	Mr TADOT TADOT, Haito Public Servanta,	See Comment #5
					live in Charywood and am car free-1 enjoy the area due to it's accessibility by bicycle, walking, and public transit to desirable areas. I vehemently oppose expanding 135; this move will only further prioritize a car-centric culture and advocate for	
					Takes in Chargement and one or fine—in only the sease due to its accommission by to branch with the control of	
					With this in mind, I'd Bie for you to consider:	
					Audin has made strides in improving the amount of bine lunes available around the city, and i would like to see that continue to improve. After establishing their sales, though log no pothwise, elequate claerance of obsacless a maximized under the part of the continue to improve a make the bine lanes expected (continue) continued to improve a maximized or the continued to improve a maximized or the continued to improve a maximized or the continued to improve a maximized or the continued or SSS.	
					Thank you for taking the time to take my concerns under consideration. I hope you will oppose the expansion of ISS.	
				Bike/ped safety		See Comment #30
				Bike/ped safety	Prioritizing sale AND pleasant walk/bite able streets. How you over been to Eugene OPC it is a dream to take the juil paved, mentfort; bisk/walk puth to zip up and down the river. Not only in it sales for cycliss and potentiams (not one parties on car traffic seywhere called to the potentiams zone), with access porties will brought out to only if it are, but it is PLEDAM and DVDMEX. communipassics in offered in looking at the min-stand of booking down and controls (consented book training place in a direct of booking and the min-stand of booking down and controls (consented book training place).	See Comment #30
					in looking at the river instead of looking down at road concrete (concerned about broken glass or a flopped over cycling 'barrier' that is now in the bike line and a major obstacle).	
				East/West Connectivity	Each-west crossings "at least" every 1/4 mile-let peotetrians pass through the chaics without undue, out of the way, routes alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied. What is the behavior that is trivial to be encouraged? from can that be backwards designed and orientities?	See Contraint #20
					squeed. What is the behavior that is tryling to be encouraged? How can that be backwards designed and prioritized?	
2081	Letti Garza	1/13/2023	Email	General support	Day Colores & and Consistence Transaction to the Constitution of t	Sas Comment #8
2001	Letti Garza	1/13/2023	Email	General Support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 155 through Audin is one of the most companied nodeway segments in the State of Teas. As this seriously outsided modeway is offer under the Main Street of Teas, at this seriously outsided modeway and one of the seriously outsided modeway in the seriously outsided modeway and one of the seriously outsided modeway in the seriously outsided modeway in the seriously outsided modeway of the seriously outsided modeway of the seriously outsided modeway of the seriously outsided modeway of the seriously outsided modeway of the seriously outsided modeway of the seriously of the seriously outsided modeway of the serious	Juma Auditsonits Phys
	1				Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxD01. Thank you for your consideration of this request. Sincered, Letti Garza	
	1					
2082						
2082	Levi Perry	1/31/2023	Email	General support	Dear Chairman Bugg and Commissioners: These you for recognizing that 135 through Austin is one of the most congested madesing segments in the State of Texas. As this seriously codicated madesing is often called the Main Street of Texas, at Texas should call for bold and decisive action to transform this critical streets of infestiveture into a read-easy that will accommodate the region and immensa growth we are experiencing in our great State.	See Connect #8
					called the Main Devent of Teaus, all Teams should call for bold and decisive action to transform this critical extent of inflastructure into a reactive that will accommodate the repoil and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my compiles support for the 135 Capital Express Central design as proposed by TuDOT. Thank you for your consideration of this request.	
ID .	Commenter Name	Date Received	Source	Topic	Commist	Responses
				Do not widen/no build	MobilityS Program Manager Tommy Abrogo,	The state of the s
				DO not wider/no build	Dear City Council Members,	DAN CHITTAIN (#)
					I am writing to express my strong opposition to the proposed expension of 1-35 in Austin. While I understand that the city is looking to improve transportation infrisstructure, I believe that this project would have significant negative consequences for our community.	
					for an information, Authority, the opposition will find the increased products and notes. An quality as already a major mase in Author, and adding more can and trucks to the read-end only association the proteins. The increased rates below from the fewery accordance to the protein of the increased in the increased interest to the increased into the interest into the interest into the interest into the interest into the interest into the interest interest into the interest into the interest into the interest into the interest into the interest interest into the interest into the interest into the interest into the interest interest into the interest into the interest interest into the interest interest into the interest interest into the interest interest into the interest interest interest interest into the interest interes	
					inconcessor using your to recording the proposed expension of 15 in Audition. We need transportation solutions that prioritize equity, sustainability, and the well-being of our community. Let's work together	
					to find a better way forward.	
2083						
2063	Levi Sittera					
				Public Transit / Multimodal	Furthermore, there are several alternatives to the 135 expansion that should be explored. For example, we could invest in public transportation, such as expanding our light rail system or improving bus	See Comment #13
				Transportation	service. This would not only reduce traffic on the reads but also provide more equitable transportation options for all missions options for all missions.	Julie Controlled in State
				Recial Justice	Firstly, the expansion would perpetuate segregation within our city. The current 135 already divides communities and this expansion would only worsen the problem. Low-income neighborhoods and communities of color would be dispreportionshally impacted by the construction and increased traffic. Instead, we should be investing in transportation solutions that premote equity and connect all parts of our city.	See Comment #3
					Assembly Program Manager Froming between the program of the contract and program of th	See Comment #5
					In my 7 years in Austri, the heaviest traffic I have experienced has occurred on this readway, I, and everyone I know in this tot, witness what feels like an accident a day, I witness reclaims driving by motorists, often dragging in semi drivers from their inconsiderate actions, and consistent feel under when using this motoriew. Not in mention the consciously feel under which in little way been.	
					Imuse admit, I am no enginear, no oily planner, no expert in infrastructure, but as someone who has lived in big cities and substitution, these	
					of gaining a few inches of advantage. I must mention also the constant diversion and disruption of traffic during the actual construction process, and the danger under which veniors operate on the reads. As a hormovener and patron of focal	
					business, I truly cannot even begin to fathern how a government organization taked with improving the lines of its necessarily a traveters, could even consider any project that would displace, forcefully, so many people and operators from their homes and businesses, or specific with the distributional depense that it is expected, which will no doubt be exceeded by the project compliance.	
				Do not widen/no build	Again, as scenarion with or traverses the roads of downtown Austin aitmost every day, I truly cannot begin to understand how the massive expension of this aiready cumbersomely large motorway could benefit any of the individuals forced to use it. Ultimately, it is now belief that air enerifors in the soul of reducting our critin decembersor, of motor vehicle transcription would be the first way of using in the first way of using in the first way of using in the first way of using in the first way of using in the first way of using in the first way of using in the first way of using in the first way of using in the first way of using in the first way of using in the first way of using in the first way of using in the first way of using in the first way of using its first	
2084	Louis Massay					
2004						
				Public Transit /	I truly believe that a better alternative in the long term would be to improve roads that circumvent the city, to at least reduce the arround of large commercial vehicles traveling on a road that while it was built for intensitate travel as its name implies, has turned into the main communing evenue for a large portion of its workforce traveling in single owner automobiles. While this is not a final solution, I do think it is a	See Comment #13
				Multimodal Transportation	for intensiste travel as its name implies, has turned into the main commuting avenue for a large portion of its workforce traveling in single owner automobiles. While this is not a final solution, I do think it is a safe in the right offencion.	
2085	Leny	1/19/2023		Regional Connectivity		Seconnets:
2085	Lény	1/19/2023	MyCapEx Website - Comment Form	regional Connectivity	Installed of the LSS capital express project, you should include a plain to review the Love Star Real proposal to link Audin and Stan Antonio with regular commuter rail, widering reads without improving transit is a waste of money, as it only induces more demand and results in the same traffic and more pollution.	
2086	Leyla Shams		My	Do not widen/no build	DO NOT EXPAND 135. The people of austin DO NOT WANT THIS.	See Comment #5
			Ex	Community Alternatives	plasse listen to retrins/35/111	Sea Contrast 44
2087	Lie Truitt	1/27/2023	We Ernail	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outsided madwar is often	See Comment #8
					Duer Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Feas. At this seriously outsided readway is other called the Main-Street of Feas, at Team should set of the and decisive action to be reduced miss or bits service in finisherchors into a reduciny shot will accommodate be rapid and immensa growth ware experiencing in our great State. According, It ment infollately between services opening the segment for the 150 cityonia became became daily an expensable of 150 cityonia you for your services.	
					Foot one Mark	Seconment 83
					The complete PCF is backed on the public distriction of the State OFF of the Complete Access and the public and the public of the Complete Access and the public of the State OFF of the Complete Access and the public of the pub	
					Please note that substantive material is on pages 2-3; page 1 is a cover page while page 4 has references. Beat,	
	lion				The complete or incoming incomings for tracks to make once \$1.10, restantion of whether T/DOT receases with after build and provided in the local field on the local	
2088	Michael	3/6/2023	Email	Reroute to 130	Take. The complain FOF is because find the policy bearing surroups, appendix F1 2607 mode in the poli	
	Verses				security in the security of th	
2089	Liam Traicoff	3/6/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Don't enlarge the highway that spito our city in half. Get rist of it!	Sau Comment #5
					Dear TXDDT people: in 1967 when I was a freshman at UT, I started making regular trips between my hometown of San Antonio and Austin. 135 was already a congested mess at all times and 50 years later, it's worse and no visible mass transit exists between the	See Contrast #5
					IN JUST ARRENT VIREA IT WITH A THE THE THE THE THE THE THE THE THE THE	
					In Austri, it's a local traggety-where the most visit and potentially creative sector of our oily-its downton-is continually left subther levels. Travel and touries, convention business, resistances and read businesses all are hobble by 15-55 supply placement. I level in Boston for a payer and was strickly by the remarkable by 15-55 supply placement. I level in Boston for a payer and was strickly by the remarkable transferrance in downton in the resistance occurred to the part of the resistance of the resistanc	
					redevigement tex-reviews, loner politicate missions, and a lively turnen-centric neighborhood. These is one on the relief this should be proved started in St. Start and turners, device neighborhood. These is one on the relief this should be proved started in St. Start and turners and in Monthly R. St. Stall 13 RMS which required should be provided in the start and	
	Libby Farris	2/25/2023	Email	Do not widen/no build	1. Storf with times between at CL. It shall finding egglet frequite between in formation of the victoria and during the complete production and a finding to expend the complete production and a finding to expend the complete production and a finding to expend the complete production and a finding to expend the complete production and a finding to expend the complete production and a finding to expend the complete production and a finding to expend the complete production and	
2090	Libby Farms				I would much preser that the road on self, as it is than spend another penny to create still more lanes. The current plans proposed by TXDOT are awful.	
2090	Libby Farris				Start over. Think again. Stop repeating the same pointless mistake of thinking more lanes will fix enything, Libby Farris	
2090	Libby Farris				Start over. Thirk again. Stop-repeating the same pointless missake of thinking more lanes will fix anything. Libby Farris	
2090	Libby Parris				Start over. Think again. Dogs repeating the same pointness modele of thinking more laness will fix anything. Libby Farts	

2091	Libby Farris	3/1/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	See Comment #5
					Statistic(\$5 Regions Massige Thirmy Rosp), This is 50-year resident of Audin. (In its ringly regioned to TICCT's plain to equand 155. Any moran can see it will not make any improvement and only make an upfor make of our downtown environment.	
2092	Libby Farris	3/7/2023	MyCapEx Website - Comment Form	Do not widers/no build	Fam opposed to TXDDT's current plan to expand i-35.1 would prefer to reduce the lanes and move traffic to 3.0. It's time we rectain our city for humans not high-speed traffic.	See Commert #5
2093	Liberty Walker	2/9/2023	Phy sica I	General Support	Eam so excited to see how the decks will add to the community! I look forward to insproving transportation in Austin. Best of fuck to a smooth construction.	See Comment #8
2094	Liesel Moultrie	1/27/2023	Co MyCapEx Website - Comment Form	Regional Connectivity	We need a train between Austin and San Antonio. Please consider putting one in, it will relieve some traffic and communing by train is no nice and stress free.	See comment #1
2095	Litiana Cramer- Orozco			Do not widen/no build	Modify,55 Program Manager Tommy Abrego, Institute of expanding, we need more green ameas or areas where people could bike or walk by from pileses. We need to referrink the urbain architecture thinking about our planet and the people.	Sue Comment #5
					I don't swint to use an internative highway for my boost injus. I appect TxXXII, Austin Chy Council, and other representatives to stand up for me.	
				Air Quality/Noise		See Comment 84
2096	Litiana Torres	3/6/2023	Email	Air Quality/Noise Do not widen/no build	Highway expansions DONT exit. They worker congestion (as we saw with the Kaly Frienesy), air noise and water pollution, safety, and transportation options beyond driving. Mobility55 Program Manager Tommy Arrago,	Sac Comment #34 See Comment #5
2090	Citana torres	3/0/2023	Email	Lo not widety no build	Highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Common #5
2097	Littian Movey	1/24/2023	MyCapEx Website - Comment Form	Regional Connectivity	Tools should be spending money on expanding passwager and as opposed to expanding the highways. The SA, Audit, Husbar, and Dublas was is expanding rapidly it only makes seems large from the connect these areas by rail, Tees has the deportunity to lead the way, Railways connecting clies and raided the cities would make such a hage impact on us and our clistine.	See comment #1
2098	Lito Pomerleau	3/5/2023	Email	Do not widen/no build	No hDOT hDOT, 1, 100 to 1,	See Comment #5
2099	Lily Coffman	3/6/2023	Email	Do not widen/no build	MobilitySS Program Marriage Tommy Atrego. Think the USS excession creates a date of risk between communities in Audin. In our lovelr clic. many second are stocomic in for university and heave within a few years of stockurins. As this is areast for each individual, it bean the cuestion of	See Comment #5
					Making Singhers Manager Temps (date). This field Singh agains are all sough of the second as done of this Second as	
2100	Lity Turner	2/8/2023	Email	General support	Date Chairmen Bugg and Commissioners: Thank you for recognizing that 1.55 frough, hadn in or and the most congulater making supports in the State of Fees. As this surround, and badded making supports in the State of Fees. As this surround, and badded making supports in the State of Fees. As this surround published making support in the State of Fees. As the State of Fees.	See Comment #8
					This pipe has been designed for all county 1, 12 Sections have excellent for county of the county of	See Comment 48
2101	Lily Wilkerson	3/7/2023	MyCapEx Website - Comment Form	General Support	conserve redusing including the managed Lanes would go even further beset finding or only his taffs problems. The has haded with an large vigo but the problem yet public or only the large or yet has tast fall, worse. I can point to half a dozen examples around this only of recent projects that have done the opposite. The 125 South improvements, which I use daily, have been a gotioned for East Austin, making a previously obgged constor into me of the least congested highways in the city. The MoPu's intersections projects at Slaughter Lane and LA Cosse Avenue have	
2201	Lily Willeamon	3/1/2023	Comment Form	General Support	analysis of the guarant contracts of the guara	
ID	Commenter Name	Date Received	Source		Commet	Responses
2102	Linda Cangelosi			Do not widers/no build	Mobility\$6 Program Manager Timmy Arrage, The State State of Arrage and Arrage	See Comment 45
				Latent/Induced Demand	Indicated Demand joint creations a wome tradific meass than what was there, and wasten billions of distant. TabCOT designs highways and spends billions of the distant because that is what it was created to do, and does so with a mile 20th contary mentality, 1 urge cooler heads and en	Sas Comment #13
2103	Linda Crosson	1/30/2023	Email	General support	Date Chairman Buggard Commissions: Thank you're recipitate print 155 through Audin is used the next composed reduces agreemen in the State of Trans. As it is secoulty additionably in other contact the Nation Should confirm the confirm this	See Comment 45
2104	Linda Fields	\$10,000		Do not widen/no build	The factor ToCOT. This has been closeled for decades, violening the lighway is a hornife option. We do not want the gap wider between east and west Austin that would create an even greater barrier than already exists. 135 improvement needs to be senter and more broughting and carefully disagreed thes intropy sciencing the lighway. Mildering 135 in at the answer!	See Comment 45
				Bike/ped safety	We need sufer access for pole-altimes and brights ridnes between east and west Auditirs wider will not make it sufer. We need gewater coordination between the City of Austin, 1001, and transit and mobility provides for bus and twin travel in order to besen traffic on 155 and to provide adequate and accessible options to driving.	See Comment #30
2105	Lindsay Buhman	3/7/2023	Email	Climate change	Mobilit/SS Program Manager Tommy Atregio. 15.	See Comment #51
					Name statuting consists froming about the oldows that you are making in level or the old region in the first fixed primit, it be fixed primit, it was set fixed in the fixed primit. It was get fixed in it, included a fixed primit in the set of the same pull his because it is usey will have an arm of the same, the change pull region in the contract of the same pull his because it is used in the fixed primitive is used in the contract of the same pull his because it is used in the fixed primitive is used in the contract of the same pull his because it is used in the fixed primitive is used in the contract of the same pull his because it is of the same pull his because it is of the same pull his because it is of the same pull his because it is of the same pull his because it is of the same pull his because it is of the same pull his because it is of the same pull his because it is of the same pull his because it is of the same pull his because it is used in the same pull his because it is used in the same pull his because it is used in the same pull his because it is used in the same pull his because it is used in the same pull his because it is used in the same pull his because it is used in the same pull his because it is used in the same pull his because it is used in the same pull his because it is used in the same pull his because it is used in the same pull his because it is used in the same pull his because it is used in the same pull his because it is used in the same pull his because it is used in the same pull his because it is used in the same pull his pull his because it is used in the same pull his pull his because it is used in the same pull his pull his because it is used in the same pull his pull his because it is used in the same pull his pull his because it is used in the same pull his pull his because it is used in the same pull his pull his because it is used in the same pull his pull his because it is used in the same pull his pull his because it is used in the same pull his pull his because it	
2106	Lindsay Burnette			Do not widen/no build	Making S Program Marager Tomry Arago, Daer Tomry Arago,	See Connect 45
					The course process, and the second of the se	
					with more public input taken into consideration.	
				Recial Justice	Not only that, 135 has been a rocial segregator and act of violence bowerds Black and Latino communities since it's beginning.	See Comment #3
				Community Alternatives	Instead of expanding the Intentiate, we have an opportunity to recorde non-local traffic around Austin and recreate I-35 as a usable, livelibe bodeward. I support the Rethink35 plan which you can find at	See Comment #4
					https://retlarks35.com/the-retlarks25-plan.	Sar Comment #5
2107	Lindsay House	3/7/2023	Email	Do not widen/no build	Mathitish Program Manager Temps Rose, (1990)E Temps Temps Rose, (1990)E Temps Temps Rose, (1990)E Temps Temps Rose, (1990)E Temps Temps Rose, (1990)E Temps Temps Rose, (1990)E Temps Rose	
2108	Lindsay LaGrange	3/7/2023	Email	Do not widen/no build	ModilipS5 Program Manager Tommy Alaragia, 1 09900E TADD's plans for 135 and 109900E expansion. I am for the retition 35 perspensi.	See Comment #5
2109	Lindsay Olinde		MyCapEx Website	Air quality		Sai Commet 4558
-109	,		MyCapEx Website - Comment Form	· · · · · · · · · · · · · · · · · · ·	The LEGS was The TSS and produces the detail and was always. The air analysis measurement need to be improved and to the EFA such during and after constitution for before adoptive management on the intermediate and exempt explositions for power as equipment. We also need more campits in more generally pain resolutions after the disk that ASS severand for decisions. We also need more campits more generally pain resolutions after the disk that ASS severand for decisions. The conformed and outcomes and power paint resolutions after the disk that ASS severand for decisions.	
				Water quality	I'm also are environmental engineer and heading the nursel' and first floats should be treated with bioseales, stc similar to Engineering With Nature from the Army Corps of Engineering research. Hieris County also has several good examples.	Sau Comment #125
				Business/residential displacement	Or differen also went to Escuellis del Alma, and it's a Hispanic heritage and local cultural institution that will be wiped by away by the current plans. Our long term neighbors are also going to be displaced by this plan.	See Comment #22
2110	Lindsey Bourland			Community Alternatives	Mr. NEOT TUDOT,	See Comment #4
					Intelligent that the second of	
					resures access the seaso. As an Austin resident, don't wint to travel around town on creeded, congloads highways. I reploye you to revent or a missigned future share community alternatives are accessible, effortables, and even preferable to individual cur use. We need community alternatives to expansion, including floorent Austral and Methods, So bed by suple and entensied in	

March Marc	See Comment #20	See Comment #20	investment in other forms of transportation such as public buses, trains, biking paths, or sidenaliss, all of which reduce our carbon footprints, pollution, and conglession. While these projects are long pital intensive, and reconstitute a transformation of our infrastructure, these circumstances are not much different from the proposed expension.	Multimodal Transportation				
Mark Mark								
Part Part	Das Contracted #9	See Comment #9 at y and	ve here. Thisse plants will impact us. Dur vocces and meetis matter.	site - Wishire	Comment Form	2/18/2023	Lindsey Cochran	2111
Part Part	See Comment #5	See Comment #5	15 Program Manager Tommy Abrigo, closer of North Carried Societies and I SIDMANTI Y 099095 the internet INS program increase traffic in and present diseasement and receptable differ nearly before and training con-	Do not widen/no build			Lindsey Futrell	2112
Part Part			by these personnels the expenses. For the sale of 17 contents and solens to not force. Collection of lightway 360 and lightway 360 will before serve our old, Thinkin yes,					
March Marc								
The content of the								
The color of the								
Total Tota	Sea Comment # S	See Comment #S	enters bug ord Dermanusers Tales, pois for rengalising fast 3.53 trengs, Austin a over of in man composed making segments in this Sale of Teas. A this services of continues as sites the base of teas. A this services of continues and the segment of the services of the services of the segment of the services of the ser	General support	Email	1/12/2023	Lindsey Holubec	2113
Total Tota	See Comment #8	See Comment #8	airman Bugg and Commissioners: To recognizing that 1-55 through Austin is one of the most compensed readway segments in the State of Texas. As this seriously outdated readway is often called the Main Street of Texas. All Texass should call for bold and decisive					
Total Tota			transform this critical shield of infrastructure into a readway that will accommodate the rapid and immunise growth we are operating in a presidencing in our presidencing in our presidencing in our presidencing in the state of					
Part Part				General support	Email	3/6/2023	Linnann Guest	2114
Part								
Part								
Part	 See Comment #8	See Comment #8	airman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often extensive that the Street of Texas, all Texams should call for bold and decisive action to transform this critical streets of infrastructure into a readway that will accommodate the rapid and immense should we are experienced in our sheat State.	General support	Email	2/7/2023	Lisa Alvara	2115
Total State of the Control of Manual Control of Control of Manual Control of Control of Manual Control of Control of Manual Control of Manual Control of Control of Manual Con							0 Stifwell	
Total States of the Control of Manual Control of Control of Con	See Comment #5	See Comment #5	OQ, criginal Austinite. I grew up here and remember when the City was a fraction of its current size. ISS has ALWAYS been a nightmane. We can all agree our current ISS system is way overdue for an	site -	MyCapEx Website			
Total State of the Control of Manual Control of Control of Manual Control of Control of Manual Control of Control of Manual Control of Manual Control of Control of Manual Con		, a	the control of the co	orm	Comment Form			
See comment of the co			rea suggested indust whost by yet for the project. Two What the text creating sugar very do a surgician subspires as suggested industry and the surgician suggested industry and the surgician surgician suggested in the surgician surgicia	Do not widen/no build				
See comment of the co								
TABLE TO AND TABLES AN							Lisa Brannan	2116
23.17 Or Section of Ministration The Committed State of Ministration The Committed	See Comment #125	See Comment #12	s should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source). Water is life and a limited nesource. We must build smart to ensure we are actively to preserve and protect what resources we have.	Water quality				
23.17 Or Section of Ministration The Committed State of Ministration The Committed	Sun Assessment #19	Pan Cammont #15	to wall is transcription to consider each and within webselv consider of the which this object BIS ANY on come and off course and but substrate account of the consideration of the which consideration and the consideration of the consideration of the which consideration of the consi	States Venezit / Madrimetal				
As a second of the foliage of the property and the company of the property of	AND CONTROLL TO ALL	See Comment #22	gs points a mapper about by providing same and resistant membras collected on the venture. We annote there cannot not a minipa and our mapper and only minis and on man, gives a priving over one exhibits;	Transportation				
As a security of the private management and which requirement to security and private management and the security of the private management and the security of the private management and the security of the private management and the security of the private management and the security of the private management and the security of the private management and the security of the private management and the security of the private management and the security of the private management and the security of the private management and the security of the private management and the security of the private management and the security of the private management and the security of the private management and the security of	See Comment #5	See Comment #5		Do not widen/no build			Lisa Schneider	2117
- The propriet found count own white of an appear on the county and propriet for the propriet of the county of the			dent of the Skyview neighborhood in Austin, Lapprocisies the opportunity to provide comments on the draft Environmental Impact Statement for the Capital Express Central Project. so crisicate Statific control and comment					
- The propriet found count own white of an appear on the county and propriet for the propriet of the county of the			ing the highway would not diministra congestion due to Induced Dermand. can imrove highway would not diministra congestion due to Induced Dermand. can imrove highway walfor immediately by reducing the spread imministration in the highway and access medis.					
* State of the State on the State of the Sta			sject held would worsen traffic and congistion for many years, especially at a time when Austin will be building Project Connect. great would worsen traffic and congistion for many years, especially at a time when Austin will be building Project Connect. great would encount and the confidence of the Austin Climate and Equip Plan.					
- The common for the chain complete (active and but in \$2.00 and upon the complete (active and but in \$2.00 and the chain complete (active and but in \$2.00 and the chain complete (active and but in \$2.00 and the state) of \$2.00 and the state of the chain complete (active and but in \$2.00 and the state) of \$2.00 and the state of the chain complete (active and but in \$2.00 and the state) of \$2.00 and the state of the chain complete (active and but in \$2.00 and the state) of \$2.00 and the state of the chain complete (active and but in \$2.00 and the state) of \$2.00 and the state of the chain complete (active and but in \$2.00 and the state) of \$2.00 and the state of the chain complete (active and but in \$2.00 and the state) of \$2.00 and the state of the chain complete (active and but in \$2.00 and the state) of \$2.00 and the state of the chain			are the history with the limbed connection, current in Modified Build Monacolous 9 would accomplish comment and warrant the disconnection fields that better with the size 1099 would arise including					
Community filteratives A rough promitioned to address prompt of an information promotion in the GDE, large NGOT is shown the No. Mod filteratives because the learning of the community. A shorted by many and information members of an information		irth	that all creatings between 51st and U.S. 290 are at grade.					
Barrens-relaterial displacement of the lagency in product to separat the lagency in product and products and the lagency in products and enterty communities. East/West Connection of East/West Conne			s of Austin and bis communities who live along I.35 will result in better outcomes over the decades to come. Thank you for your consideration.					
Early Next Connected Signatures Early Next Connected Signatures								
Early Next Connected Signatures Early Next Connected Signatures								
Barrens-relaterial displacement of the lagency in product to separat the lagency in product and products and the lagency in products and enterty communities. East/West Connection of East/West Conne								
Barrens-relaterial displacement of the lagency in product to separat the lagency in product and products and the lagency in products and enterty communities. East/West Connection of East/West Conne								
Barrens-relaterial displacement of the lagency in product to separat the lagency in product and products and the lagency in products and enterty communities. East/West Connection of East/West Conne								
Ear/West Connection of Subsects Assistance Assistance Assistance and Subsects Assistance and Subsects Assistance and Subsects Assistance and Subsects Assistance and Subsects Assistance and Subsects Assistance and Subsects Assistance and Subsects Assistance and Subsects Assistance and subsects Assistance and subsects Assistance and subsects Assistance and subsects Assistance and subsects Assistance and subsects Assistance and subsects Assistance and subsects Assistance and subsects Assistance and subsects Assistance and subsects Assistance and subsects Assistance and subsects Assistance and subsects Assistance and subsects Assistance and Subsects	See Comment #4	See Comment #4	arefully consistend the alternatives presented in the DEIS, Turge ISDOT to choose the No Build Alternative because the benefits of Modified Build Alternative 3 would not justify the costs and impacts retreatily. As noted by many well-informed members of our community:	Community Alternatives				
Eas/West Connection in Successful Section in Section in Successful Section in Successful Section in Successful Section in Section Section in Section S	 See Comment #21	See Comment #21	to espand the highway, the project would confiscate lend from businesses and residents near the right of way, disproportionable impeding small businesses and minority communities	Business/residential displanement	1			
To not solve, the Audit OP, Counced Analysis of Sequence of Sequen			are 7007 perfected to provide Medified Solid Absention 9, they have 1007 to make with the Christian to provided biothers includes advantage and appropriate or confined					
Information Cooking Sequence on Cooking Sequ			sitin City Council Resolution on 2/23/2023,					
Information Cooking Sequence on Cooking Sequ	See Correnant #5	See Comment #5	15 Program Marager Tommy Abrego,	Do not widen/no build			Liv	2118
Latert, helicate Denound 1507's process in this project is formed. I grown included Demond, construction responds, particulate matter publisher from the wave, the follower of inhead all highway expensions, the success of freeway See Comment 418 An qualify-induse All qualify-induse			sident of Austin, and come from Chicago. E TxXXI's plans for 1.35 and I CPMOSE expansion, nor about the safety of the hundreds of thousands of drivers that use I.35 every day.					
Literal Traducted Denound 1507* process in this project is Series 1 Signores Induced Denound, construction impacts, particulate matter publicion from the wave, the follows of almost all highway expensions, the vaccess of freeway See Comment 418 An qualifyrindate All pushing income. 2017 with. They owners congression jave was with the Kiny Preventy, air roots and valler publicion, builty, and strong-public public prevents. See Comment 418 An qualifyrindate All pushing requirement 2017 with. They owners congression jave was with the Kiny Preventy, air roots and valler publicion, builty, and strong-public public p			of construction for just a few years of congestion relief is NOT worth it. I don't want to use an intenstate highway for my local trips. FLOOT, Austin City Council, and other representatives to stand up for me and those who would be disproportionately affected by TuDoT's plans to expand ISS.					
Are qualify/notice fightway expansions DOTF each. They worker congestion (as we see with the King-Freeway), air notes and water publicity, safety, and transportation options beyond driving. See Current #34								
Are qualify/notice fightway expansions DOTF each. They worker congestion (as we see with the King-Freeway), air notes and water publicity, safety, and transportation options beyond driving. See Current #34								
Are qualify/notice fightway expansions DOTF each. They worker congestion (as we see with the King-Freeway), air notes and water publicity, safety, and transportation options beyond driving. See Current #34								
Are qualify/notice fightway expansions DOTF each. They worker congestion (as we see with the King-Freeway), air notes and water publicity, safety, and transportation options beyond driving. See Current #34	See Correnant #18	See Comment #18	process in this project is flaved: It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway	Latent/Induced Demand				
			, and its traffic modeling is flawed.					
	See Comment #34	See Comment #34	expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, seller, and transportation options beyond driving.	Air quality/noise				
	See Comment #3	See Comment #3		Recial Justice				
D Commercinations Data Records Source Topic Connect Associated	Responses		t	Topic	Source	Date Received	Commenter Name	ID
Matinity55 Program Manager Immy Arraps. Sas Comment #30	See Comment #30	See Comment #30	S Frogram Manager Tommy Abrego,					
Mainlight's Program Manager Interns, Foreign. Lear a resident of Authors of your could be produced and a final production of the county of th		unu it. k ank	nement or nearm, ong coursin memoria, o i man menu usoon ince to balatie of a oily Audith mela and it make and of the resistants moved here. I have since discovered the division of the oily by high halffic, disriptious reads and militaritation makes repossible to ride my bles to do wearybig tables. I believe 1.55 expansion would both distript somewhat table bits notions and bring over more traffic through the militaritation of the oily making it ween more impossible to in dissimple distances. Belanciad areas of forum. I although be to find 6 miles to get up to work but the disriptions traffic militarity in minister that we need to drive as well only increases the problem. I see in no we have 3.55 expansion would improve this. Thanks	Bike/ped safety				
you be your trend			SUP DIRECT		1			
2132 Units Barrell Commonly Sharvarian Commonl	 See Comment #4	See Comment #4	ideas such as Rethrisk 1.35 are far more likely to bring positive change by means of easier contess travel. I currently already social intendate driving at all costs, I do not want to be forced to use it due struction of other means of travel because of expension. Highway expensions have a long history of failure to reduce traffic congestion and only increase negative attributes such as noise pollution and encouraging car travel.	Community Alternatives			Livia Barrett	2119
Public Florard / Multimodal Peace received adequated effects to receive or any public transportation coaper and radio. Autor from the patient to the Author City and Survey Florar distances. See Comment #13	 A. A							
Photic Traval / Multimodal Transportation Plasar instead expand efforts to make our less or public transportation easier and safer. Audit has the potential to be a better city and learn from others past failures. See Comment #13	Daw Continuit #12	See Comment #13	expense errors to make car nees or public triansportation easier and saler. Audith has the potential to be a better city and learn from others past failures.	Public Transit / Multimodal Transportation				
2120 List Retrieben 2/1/2023 Enail Do not widely nice build think to be an origina, but the pine for 92.5 in mains. More leven mean more core. New you over seem the Threesport II-12	 See Comment #5	See Comment #5	be so negative, but the plan for IH 35 is instans. More lanes mean more cars. Have you ever seen the freeways in LR?	Do not widen/no build	Email	2/11/2023	Liz Richardson	2120
2120 Liz Publisheriston 2/11/2023 Email Do not widen (mo build have been profited, but the plan for this 55 in instant. More lance manner more core, kine you over seen the femously in LV Mills when the most been profited in the plan for this 55 in instant. More lance an arthroady to driving (level be largely in Audit of thew seen comprehensive public temporation. This been aftern that most people drive alone, so the HOV lines worth margically sease congestion. Pleas whether this top (as.)			need is transit. We need an alternative to driving. I would be happy in Austin if there were comprehensive public transportation. It has been shown that most people drive alone, so the HOV lanes won't magically ease congestion.					

2121	5 3 4 1	2/7/2023	Email	General support	The Court has go of Commissions. Note you for required feet of \$2.5 mines found in section of you can expend underso appears in the State of Feet in the section of you can be a section of the section o	See Comment of B
2122	Liz Schwertz			Do not widen/no build	Makes (5 Append Manager Tomany Abreage). It has been shader, my adolery puretion in North Massel Mach, I drive 35 multiple Strase per week as I care for them, I see the halffic, I as in the traffic. And pet Jam writing to help you that I appear 055 proprision. We do not need more larses, we read not rever week as North Strase (1 Appendix Appe	Six Commet #5
				Reroute to 130	We must stairt pushing more long hauf traffic around 105 and not through the heart of the city. 150 is supposed to be an alternative to avoid the city and yet not nearly enough trucks or passenger cars use it.	See comment #3
					The most tasks pushing more long has a fording more dated. See and set through the head of the oly, 125 is autposed to be an alternative to award the oly project and seally smoothly though not consider a seed. The second to the contract and only the contract and old, the contract and old, the contract and old, the contract and old, the contract and old the contrac	
2123	Liant Sanchea- Howard	3/1/2023	Ernail	Do not widen, the build	Statistics Team Internal Enterpolation (Internal Enter	See Connect #3
2124	Brupac orp	2/22/2023	Email	Reroute to 130	Such Freines, Managema and Decemberations. Some Street, Managema and Street, Managema and Street, Managema and Street, Managema and Street, Managema and 1,55 will warrant the splittle and create raway other grotileans. Some set to be such own for each and street, Street, Managema and Street, Manag	See connect 62
2125	Lloyd Doggett		MyCapEx Website - Comment Form		A little of the potential harm could be offset by "capping" significant portions of 135 and "statching" East and West with widened bridges. Recently, the \$1.5 million appropriation that I previously obtained to advance engineering on this cap and	See Comment #34
			Comment Form	Air quality/noise	State of the properties from model for effort by "Support", applicant portions of 13 and in stations of the effort when or stocked in long, hourself, the \$1.5 - office appropriate that provides of the effort of t	
				Climate Change	I am greatly concerned about many sepects of the proposed 1-35 expansion, including more air and waiter pollution and more greenhouse emissions worsering the climate crisis that we are already experiencing, Of particular concern is more storm water month more into Austrin's treasured oreads and Lady Bird Like.	See Comment #51
2126	Lloyd Witson	2/7/2023	Email	General support	Loc Cleaners begand Commonwers. The may not in recipioning that IS Strongly should not any off the not congained modes a gardenine in the State of Flores, As it is not unassign collabor modes as a final should be a final should	Sea Comment #8
2127	Logan		MyCapEx Website - Comment Form	Do not widen/no build	TuDot needs to hit the drawing board again. Closing off CUR beautiful lake trail to "add just one more lains" and closing off CUR lake that we use to paddle board and keyak on in the summer as well	See Comment #5
				Public Transit / Multimodal Transportation	Add more public transit on the ones that need to other can and drive in less traffic.	Sectionnes #13
2128	Logan Daum			Business/residential displacement Do not widen/no build	Also whose bright idea is it to just knock down businesses to sidd more lanes. Mobility55 Program Manager Tommy Abrego,	See Comment #21 See Comment #5
2120	Logger Logger				This is resident of Justice and Oppose the place to separed SS. We should not be solding more can through developed, and not the separes of residents. All the way less, it separed TACOT to respect the demends of the Audin CDy Courcil. It does not make were to force a highway strongle a city of a million people without interining to what the people actually want.	and community of the control of the
					named to focus on alternative forms of transportation such as action and points transportation. These determines we swatter, cross equitable, more auditables, and selfs. These of expension construction for a highway expension that cell only refere better to the years before becoming companied again in and worth it.	See Comment #20
2129	Logan McCaul		MyCapEx Website - Comment Form	Caps/Deck Plazas Public Transit / Multimodal	then they should at least fund capping (35 from the lake to at least \$1.st Serice DDOT is doing rothing valuable for resident of Austra with the highway expansion, such as building public transportation options to reduce car demand,	Sec Comment #42 Sec Comment #35
				Transportation	от при на	
2130	Logan Schugart	3/1/2023	VOH	Capa/Deck Plazas	This times between apport and 200 ment to less unit further to where additional capes distribute in their region. Downtown adjournt our applications will be wall served by this design but those of us in Window. Park in the combused have no connection asset from 51st event. This part bridge at 55th is fair too lifts connectively between our registrational and furth Loop (Registra).	See Comment #42
2131	Lora Blackwell		MyCapEx Website - Comment Form	Do not widen/no build	The convertion mode of the layer. The convertion is most of the layer. The convertion is control to include a convertion of the layer of the convertion of	Sea Commercial S
				Bury/tunnel	For public safety, we need more caps and longer buried segments in order to facilitate critical walkways and mixed use corridors.	Sea Comment #25
2132		1/91 10000	MyCapEx Website -	Water quality Regional Connectivity	I'm concerned about the environmental impact, particularly numbli directly into CDA water. Reduction if trailific on 155 will benefit everyone except those contractors getting biobacks. Chamin want rail, need rail. Build the dang rail.	See Comment #125
2132	loren george Lorri Heden	1/31/2023 3/6/2023	MyCapEx Website - Comment Form MyCapEx Website -		Relaction if self-c on 13 will benefit everyone except those contracting policy blookania. Choises waster sall, meet sall, build the dang sail. Just no in favor of separating 135, Indeed, we should finan on expending public temperaturing reports and indentity.	See connect #1 See Connect #3
			Comment Form	Public Transit / Multimodal Transportation		
2134	Lorri Haden	3/6/2023	MyCapEx Website - Comment Form	Do not widen/no build	last to in feer of separating 135. Indiesd, we should focus on separating public transportation systems and indentity.	See Comment 45
2135	Louis DeAngelis	\$14,000	VOH		Fine more is given the sport on this project, from trapport appring that adds even a width or height to the highest part of the trapport appring that adds even a width or height to the highest part of event. The highest is already a massive event and extremely disregated to do not not not for the highest part already in massive events and extremely disregated to do not not not for the highest part already in already in massive events and extremely disregated to do not not not for the highest part already in already in massive events and extremely disregated to	Sea Commerce 45
				Public Transit / Multimodal Transportation	Find is not the case, I would much cather see the money he speer on hetering the polici transportation epision which in time will relocate which shall, or at least offer lease and more related adherenties.	Sea Comment #13
ID.	Commenter Name	Date Received			Comment.	

2136	Lucas Clarke	3/6/2023	Email	Do not widen/no build	Mobility 5 Regions Manager Termy Mongs, in a series of the	See Comment #5
2137	Lucas	1/31/2023	McCapEx Website -	Regional Connectivity	We need high speed rail between our chies, not one more lains. The roads and traffic never ease no matter how wide you make them.	See comment #1
	Lucas Lyons		MyCapEx Website - Comment Form			
2138	Luci Harris	3/7/2023	Email	Public Transit / Matismodid Transportation	Making Shippen Meager Temps Region; as a relative Shippen Meager Temps Region; as a relative Shippen Meager Temps Region; description of the Shippen Meager Temps Region of the Shippen Meager Temps Region (Shippen Meager Temps Region); Equipment Shippen Meager Temps Region (Shippen Meager Temps Region); Region Shippen Meager Temps Region (Shippen Meager Temps Region); Region Shippen Meager Temps Region (Shippen Meager Temps Region); Region Shippen Meager Temps Region (Shippen Meager Temps Region); Region (Shippen	Tee Commert #13
2139	Luis Castillo	2/6/2023	Email	General support	Our Comman Bugg and Commissioners: There you for recognizing that 155 drough Audits in one of the most conguster couleary supports in the State of Texas. As this seriously addition couleary is often and the State of Texas. As this seriously addition couleary is often and the State of Texas. As this seriously addition couleary is often and couleary than and the State of Texas. As this seriously addition couleary is often and couleary and the additional couleary is often and couleary than and couleary and the additional couleary is often and couleary than a serious than a se	See Comment et 8
2140	Luis Fuente S	3/7/2023	Email	Regional Connectivity	Mandato Pagers Notinger Termin Vinder. The Mandato plant to report that allows the utilizen to leading update that classes without control. We need to not the billion offers higher projects that provide unsubstantial results. Except highers are are already indeed results to control to billion offers higher projects that provide unsubstantial results. Except highers are are already indeed results to control billion. Mandato plant to result and are already indeed results to control billion. Mandato plant to result and are already indeed results to control billion. Mandato plant to result and are already indeed results to control billion. Mandato plant to result and are already indeed results to control billion. Mandato plant to result and are already in the plant to result to recovery the results and are already in the results are already in the re	See convent 6.1
2141	i i s	3/2/2023	Email	Bike/ped safety	Lancate The Angelon Manager Terrory Protops: Terrory Protops: A second to the Conference of the Confer	See Comment #20
2142	Luke Borders		MyCapEx Website -	Water quality	Please be sure to minimize the impact on our water systems. Lady Bird lake serves as our reservoir.	See Comment #125
			Comment Form	Public Transit / Multimodal Transportation	Please add in the capacity for preferred mass transit to the plan. Be that rail or tous, it would make the highway more future proof and robust.	Suo Communt #13
					Dear TXXXII.	See Comment #8
2143	Luke Legate	3/2/2023	Email	General Support	Court Position of collising every purp pression to make interestinal 5.5 a functioning highway. 12.5 Sax in face of collising every purp pression to make interestinal 5.5 a functioning highway. 12.5 Sax in face of collising every but in reside for interestinal tasks, moving grade on the SAYTR, and is a matter of restaural security. Please bright typing to soft third larnes or other plans to make a national highway a pediatrion mode of Teach and the security to the security to make a 25 there one put project. These purp, Labs segmen.	
2144	Luke Obermann	\$100,0000	VOH	Do not widen/no build	I am not in favor of the convert 1-35 progonal as it stands. Seattle 6d this with their old visidor. They tree it down and renotated the highway underground and it opened up an entire sees of the city that's come to bife.	See Comment #5
				Bury/tunnel	No need to cop the ertire intendish underground from Tonn Lake to at least 183. Anything less will only exacerbate the physical barriers between East and Certoia Austin. We have an opportunity to create a more habite only. Mrs do it.	See Comment #25
2145	Lydia Nogle	1/21/2023	MyCapEx Website - Comment Form	Regional Connectivity	We don't need more lanced We need high speed neith to about moving more pot more efficiently and cars are not going to do that! State wide high speed rail would grow our economy exponentially.	See connect #1
2146	Lyman Labry			Do not widen/no build	1 oppose T-Dot's plans for I-SS and I oppose I-SS expansion in Austin. I do support internative sociutions such as proposals but forth by such groups as Rethink Austin and Recornect Austin. These proposals	See Comment #5
				Community Albernatives	Expent CFC, yearth, and to deal regions in Assert of the control o	The Company Adv.
				Community Assertatives	Segonal Cort's plans for 15% and regions 15% expension in Audit. I dis segons alternative authors such as proposals but forth by such groups as fluctures Audit and Reconnect Audit. These proposals are progressive, viable, and sustainable solutions for handling congestion. Horself, internate highway equivalently and the contract of the contract Audit.	See Committ #4
2147	Lyndon Bredue nridge	3/6/2023	Email	Public Triansit; Multimosil Transportation	Managed having a from young. When I have been a form of the special deep received in the special control of the s	See Cotomer #23
2148	Lynn Murphy		Phy sica	Do not widen/no build	White I understand a project addressing a deficient transportation system is much needed, I am disappointed that this proposed solution falls into the traps that many other crises have. With all the planning, consideration, and expertise that I how event into this proposal, it still short of the needs of the community.	See Comment #5
			Co mm	Public Transit / Multimodal Transportation	Indicates of Audin have been begging for efficient public transit for decideds, and the most time consuming and capital internaive solution the city is offered still falls what of providing as with an effective way to more about our own community. All stateds, this proposal is an insufficient use of time and money.	See Comment #13
			ent			
2149	Lynn Schoenfield			Do not widen/no build	MobilitySS Program Manager Tommy Atrago, It is short-ligitiest, as more and more people are looking for greater downtowns where people can walk and use public transportation if necessary. This improves the health of the city.	See Comment #5
			-	Reroute to 130	I would like TACOT to consider alternatives to the planned expansion of I-35 through Austin, such as making another highway such as 99-130 an interstate.	See Comment #3
		<u> </u>		Latent/Induced Demand	The current plan will induce demand and increase pollution for the wear particulates, making it a less liveble city.	Six Comment #18
2150	MA	3/7/2023	Email	Do not widen/no build	Managed Singuis Manager Tramp Response. In the property of th	Sac Comment #5
2151		3/7/2023	MyCapEx Website - Comment Form	Reroute to 130	Has anyone ever considered making (15 the bill mod and making (130 the file mod and making (130 the file mod and making (130 the file mod and making (130 the file mod and making through Austin. Or simply make it mandatory that the traits passing through be diverted errored Austin. It would serve a lot of money, and would actually generate revenue.	See comment #3
2152		1/23/2023	MyCapEx Website - Comment Form	Reroute to 130	Demotian the upper dack, loop the number of laines, lower the laines from 55st to Town Lake, and move through bruck traffic to 330.	See connect #3
2153	Mac Sprints	3/7/2023	Email	Do not widen/no build	Mobility35 Region Manager Tommy Alragia, your of construction for just a few yours of constructions of construction for just a few yours of constructions of construction for construction for just a few yours of constructions of construction for c	See Comment #5
2154	Mackenzie Jung			Do not widen/no build		See Comment #5
					Making Shippen Meager Termy Mercy. In the Committee of t	
					Isoport the Patrins25 proposal of creating is willhalfe bodieserd instead of 1:C0Ts expansion plan. TicOTs proposal to expand 1:35 will have developing impacts, like increased pollution. This will only make current health lissues sorter.	See Comment 64
					Additionally, the highest operation will process competition not bown it, as exemptified by the Xuly Preveny, I unique you to consider the late of future generations and do not expend 3.55. Make a discision that factor this will being of propie over can.	Sec Comment 834
2155	Macy Hurwitz	3/7/2023	VOH	Do not widen/no build	I aim adarmantly against expanding RHSS. Exspanding this highway will not make us safer or improve mobility. It will just nip the fabric of our only even further down the middle.	See Comment #5

2156	Macy Masterson	2/9/2023	Phy sica	Do not widen/no build	Adding larnes never improves traffic. This has never been proving. Highways are bad - environmentally, economically, socially. Please don't do this!	See Comment #5
			I Co		Mailtoff Review Marces Tenner Marce	See Comment #5
					Mobility55 Program Manager Tommy Abrega, Tam Maddows, a resident of Yama Alcassa and common (A person under the age of 21) whol't have to live in the future of the already progressing state of America that focuses more on cars and businesses than adult who use them. I believe that Loddings like injurys, and other modern developes that focus on profit and efficiency is removing that lack of character and dentity of America, only blending who little we have to make us aspectal areas constant daily cycle of cars and that Loddings like injurys, and other modern developes that focus on profit and efficiency is removing that lack of character and dentity of America, only blending who little we have to make us aspectal areas constant daily cycle of cars and	June Societies #2
2157	Maddison Nelsen	3/7/2023	Email	Do not widen/no build	cars and cairs. Highways don't benefit many people. They ruin lands, air, water, and the living situation of those that live near them. Eventually, they'll become just as inefficient as the rest of the nodes and highways we already have, doorned to be replaced and built upon with more Bains-Mids that leave new skettal structures in our lands. Instead of isot balance decides of washed time to built these new skettal and even in Audit. but throughout the sees. More people, local abovements, and federal	
					Agricus port Theorif many propris. They may be though a country of the country of	
2158	Maddison O'Kelley			Do not widen/no build	Mobility35 Program Murager Tommy Abrigo,	See Comment #5
					Stability Striggen Manager Tomony Atrego; Sama sendant of Austin. 109002 EXOCTly septs for 15 Send 109002E expension.	
				Latent/Induced Demand	ToOTs proces in this project is felsed. It grows induced Dented, construction impacts, particulate matter petition from the wear, the feature of almost all highesy expansions, the success of feeeey removals, and to traffic modeling in felsed.	See Comment #18
				Air Quality/Noise	Highway opurations CONT work. They wonsen congestion (as we saw with the Kuty Freeway), air noise and water pollution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #34
				Public Transit / Multimodal Transportation	I am FOR serious consideration and prioritization of a public transit first project	Six Comment #13
2159	Madere	1/27/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested neadway segments in the State of Yeas. As this seriously outdated readway is often	See Comment #8
	LeBlan c				Date Claimen Bugg and Commissioners Thesis you for recognizing related, hadn't in our off the most compositor decides agreement in the State of Fasa. At this is securely related to the security of the secur	
10	Commenter Name	Date Received	Source	Topic	Connect	No. 100 Person P
2160	Madeleine Lee	Date Network	VOH	Topic Do not widen/no build	No.	Masjonies Sie Comment #5
					I am a student at the University of Teads at Austin, I am opposed to the expansion of 135 because it is a temporary for that will ultimately harm Austin.	
				Latent/Induced Demand	Adding laines to a lighway has been shown to increase demand, and as a result, traffic will only increase until congestion is once again as bad as it currently is.	Sue Comment #18;
				Air Quality/Noise Public Transit / Multimodal	Expanding I-SS will only increase air pollution, mar the layout of the clip, and harm the health of Austria's obtains through emissions and their resulting health and environmental consequences. It believe there are before reductores such as outsic beneconstation and strategic infrastructure standard that can before many their consequence and common only in the consequence and common of the consequence and consequence and consequence and consequence and consequence and consequence and consequence and consequence and consequence and consequence and consequence and consequence and consequence and consequence and consequence and consequence and consequence and consequence and consequence a	See Comment #34 See Comment #33:
				Public Transit / Multimodal Transportation	Tablew three are better solutions such as public transportation and strategic infrastructure planning that can better and more sustainably reduce traffic congestion and promote city growth without harming Austria folium.	
2161	Madeleine West	1/22/2023	MyCapEx Website - Comment Form	Do not widen/no build	Please revive the Lone Star Rail proposal to link Austin and San Antonio with regular commuter rail! Adding more lanes will do nothing for decongesting traffic and will instead contribute to move pollution and suppage, it in night seem ozolly, but widening lanes without ingroving public brank is useless. There will be less traffic congestion if people use the commuter rail to get from Austin to San Antonio. The cor and non-cur people can all be satisfied.	See Comment #5
2162	Madelin	2/11/2023	VOH	Do not widen/no build		See Comment #5
2162	Strange	1/12/2023	Email	General support	Copiering, 5-25 in the worst possione soutcort. This project, will be a crassisser that will play or reversad in the fourth, and the money someoness was. Died Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outditted readway is often	See Comment #8
					Equation (3.55 in the execut possible aution). This project on the ad distance that have lift help be removed in the foliates. Aft is money unmonemental to the control of	
2164	Madeline Kinkel	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Atrego, 1 am a resident of Austin and Lopose the additions to 1:35. It's been proven so many times that adding more lanes only adds more traffic. This will destroy houses and only make traffic worse.	Six Comment #5
2165	Madelyn Oliveros	2/12/2023	MyCapEx Website -	Public Transit /	Any functional commuter rail system would be so welcome. Dicreasing traffic would be a major benefit that everyone would benefit from	Six Comment #13
	Oliveros		Comment Form	Public Transit / Multimodal Transportation		
2166	Madely n	3/7/2023	Email	Reroute to 130	MobilitySS Program Manager Tommy Abrego; Thinks we shook ERROUTE non-local striffs carried Assist intibiased of through it	See comment #3
	Winche					
2167	Winche ster Madison Bryan	3/7/2023	Email	Do not widen/no build	W hoot hoot, bear hoof,	See Comment #5
2167	Winche ster Madison Bryan	3/7/2023	Email	Do not widen/no build		Sas Connect #5
2167	Winche ster Madison Brysn	3/7/2023	Emili	Do not widen/no build	las hader fuedo. Ouer 1000.	Sas Connect #5
2167	Winche ster Medison Bryan	3/7/2023	Ernail	Do not widen/no build Do not widen/no build	We food't food; Our POOD', Pease, does expect 153 is Audio. Pease, does expect 153 is Audio. Pease, they are to in the only self-time region without having to one and maintain a circ. Please, expect does not cycling infrastructure instead. Making55 Program Manager Tomory Kongs.	See Comment #5 See Comment #5
	Madison Bryan	3/7/2023	Email		We food't food; Our POOD', Pease, does expect 153 is Audio. Pease, does expect 153 is Audio. Pease, they are to in the only self-time region without having to one and maintain a circ. Please, expect does not cycling infrastructure instead. Making55 Program Manager Tomory Kongs.	
	Madison Bryan	3/7/2023	Email		In Tuber 1 hade: Name 1000; Name 1000; Plansa, done separed 155 in Audio. Plansa, from separed 155 in Audio. Plansa, from separed 156 in Audio. Plansa, help us his in this oily and this region without having to som and maintain a sor. Plansa, expand our transa, publications, and cycling infrastructure instead.	
	Madison Bryan	3/7/2023	Email		We food't food; Our POOD', Pease, does expect 153 is Audio. Pease, does expect 153 is Audio. Pease, they are to in the only self-time region without having to one and maintain a circ. Please, expect does not cycling infrastructure instead. Making55 Program Manager Tomory Kongs.	
	Madison Bryan	3/7/2023	Email	Do not widen/no build	No. HOLD'S HOLD'S Class 1900.07 Files, do no expect 15.5 in Audit. Pleas, they are the original formation and maintain a car. Please, expend our brand, publication, and cycling influentiation initiated. Notice 1900.07 Files, they are the initiation of the significant of the significant out of the	See Contract 45
	Madison Bryan	3/7/2023	Ernail	Do not widen/no build	No. HOLD TROPS. Char TODIC. C	See Connect #3 See Connect #21
	Madison Bryan	3,7/2023	Errai	Do not widen/no build	No HOOT hoof: Our POOT. Our POOT. Our POOT. Our POOT. Our POOT. Our POOT. Our POOT. Our POOT. Our POOT. Our POOT. Our POOT. Our POOT. Our POOT. Our POOT. Our POOT. Our POOT. Our POOT. Our Poot. Ou	See Connect #3 See Connect #21
	Madison Bryan	3,7/2023	Errest	Do not widen/no build	No HOOT hoof; Our POOT. No HOOT hoof; Our POOT. No Hoof hoof; Our POOT. No Hoof hoof; Our Poot. No Hoof hoof; Our Poo	See Connect #3 See Connect #21
	Madison Bryan	3/7/2023	Errest	Da net wider/his build Da net wider/his build Buildening residential displacement	No HOOT hoof; Our POOT. No HOOT hoof; Our POOT. No Hoof hoof; Our POOT. No Hoof hoof; Our Poot. No Hoof hoof; Our Poo	See Connect #3 See Connect #21
	Madison Bryan	3/7/2023	Errad	Da net wider/his build Da net wider/his build Buildening residential displacement	No. NOCHT NOCH. Share TROOT.	See Connect #3 See Connect #21
2168	Madison Byarr	3/7/2023	Erral	Do not wider/tro build Buleress/residential displacement Do not wider/tro build	As 1607 ToOC! Case 1507. Case 1507 ToOC! Case 1507 ToO	See Comment #5 See Comment #2.3. See Comment #3
2168	Madison Byarr	3/7/2023	Ereal	Da net wider/his build Da net wider/his build Buildening residential displacement	No HOOT hoof; Our POOT. No HOOT hoof; Our POOT. No Hoof hoof; Our POOT. No Hoof hoof; Our Poot. No Hoof hoof; Our Poo	See Connect #3 See Connect #21
2168	Madison Byarr	3/7/2023	Ereal	Do not wider/tro build Buleress/residential displacement Do not wider/tro build	No. HIGHT NOTE. COAR TROOT. C	See Comment #5 See Comment #2.3. See Comment #3
2160	Madison Byarr			Do not widen/no build Business, Yes clerical displacement Do not widen/no build An Quality/hosse Community Abertselves	No. HOLD'S FOOL: Our TOOL'S CAN	See Comment 453. See Comment 453. See Comment 454. See Comment 454.
2168	Madison Byarr	\$/7/2023	Erral	Do not wider/no build Business, residential displacement Do not wider, no build Are Quelly fallies	No. HOLD'S FOOL: Our TOOL'S CAN	See Comment #5 See Comment #2.3. See Comment #3
2160	Madison Byarr			Do not widen/no build Business, Yes clerical displacement Do not widen/no build An Quality/hosse Community Abertselves	No. HCOT NOT. Care 1907. The Court Post Co.	See Comment 453. See Comment 453. See Comment 454. See Comment 454.
2169 2169 2171	Madison Bryan Medison Loanne Medison Malett Medison Medisons	3/1/2023		Do not widen/no build Business / residential displacement. Do not widen/no build Air Quality/fabilise Community Abertuctives Do not widen/no build Do not widen/no build	No. HOCH TACK. COAR TROOT. COA	See Comment #51 See Comment #51 See Comment #54 See Comment #54 See Comment #54 See Comment #54
2168 2169	Madison Bryan Medison Loanne Medison Malett Medison Medisons	3/1/2023		Do not widen/no build Business / residential displacement. Do not widen/no build Air Quality/fabilise Community Abertuctives Do not widen/no build Do not widen/no build	No. HCOT NOT. Care 1907. The Court Post Co.	See Comment #5 See Comment #2.2 See Comment #3.4 See Comment #3.4 See Comment #4.4
2169 2169 2171	Madison Bryan Medison Loanne Medison Malett Medison Medisons	3-1/2023 3-6/2023 3-6/2023		Do not widen/no build Business / residential displacement. Do not widen/no build Air Quality/fabilise Community Abertuctives Do not widen/no build Do not widen/no build	A SCOT FORCE TOWN TOWN TO SERVICE AND TOWN TO SERVICE ADDRESS. THE SERVICE ADDRESS Programs Namenage Training Moragin. The SERVICE ADDRESS Programs Namenage Training Namenage Namenage Training Namenage Training Namenage Namenage Namenage Training Namenage Namenage Namenage Namenage Training Namenage Namen	See Comment #51 See Comment #51 See Comment #54 See Comment #54 See Comment #54 See Comment #54
2169 2170 2171 2172	Maction Organic Maction Market Maction Market Maction Market Maction State M	3-1/2023 3-6/2023 3-6/2023	Ernal Ernal Final	Do not widen/we build Business/nesseed all displacement Do not widen/no build Ar Quality/hone Community Primariess Do not widen/no build Do not widen/no build All Quality/hone	No. HOCH TACK. COAR TROOT. COA	See Communi 423. See Communi 423. See Communi 424. See Communi 424. See Communi 424. See Communi 425.
2169 2170 2171 2172	Maction Organic Maction Market Maction Market Maction Market Maction State M	3-1/2023 3-6/2023 3-6/2023	Ernal Ernal Final	Do not widen/we build Business/nesseed all displacement Do not widen/no build Ar Quality/hone Community Primariess Do not widen/no build Do not widen/no build All Quality/hone	No. HOLD TROIT. Coar 1907. C	See Communi 423. See Communi 423. See Communi 424. See Communi 424. See Communi 424. See Communi 425.
2169 2169 2170 2171 2172 2173	Maction Organic Maction Market Maction Market Maction Market Maction State M	3/3/2023 3/4/2023 2/4/2023	Ernal Ernal Pry Mass	Do not wolars/no build Dosnowas/nosionedial displacement Do not wolars/no build All Quality/house Community Aberturbine Do not wolars/no build No. HOLD TROIT. Coar 1907. C	See Communi 423.	
2169 2170 2171 2172	Maction Organic Maction Market Maction Market Maction Market Maction State M	3-1/2023 3-6/2023 3-6/2023	Ernal Ernal Final	Do not widen/we build Business/nesseed all displacement Do not widen/no build Ar Quality/hone Community Primariess Do not widen/no build Do not widen/no build All Quality/hone	A SCOT FORCE TOWN TOWN TO SERVICE AND TOWN TO SERVICE ADDRESS. THE SERVICE ADDRESS Programs Namenage Training Moragin. The SERVICE ADDRESS Programs Namenage Training Namenage Namenage Training Namenage Training Namenage Namenage Namenage Training Namenage Namenage Namenage Namenage Training Namenage Namen	See Communi 423.
2169 2169 2170 2171 2172	Maction Organic Maction Market Maction Market Maction Market Maction State M	3/3/2023 3/4/2023 2/4/2023	Ernal Ernal Pry Mass	Do not wolars/no build Dosnowas/nosionedial displacement Do not wolars/no build All Quality/house Community Aberturbine Do not wolars/no build No. HOLD TROIT. Coar 1907. C	See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45	

2175	Maggie Singer	3/4/2023	Email	Construction	As the fact in 1007's printed gain for 1007's printed gain gain gain for 1007's printed gain gain gain gain gain gain gain gain	500 Coronnec 6 21 8
2176	Mai Ly	2/9/2023	Phy	Public Transit / Multimodal	Put in place temporary (6 months) barricades to minic possible traffic black pedestrian patterns. Cather data and input from locals on temporary study before adding to vote on permanent changes. Add safety bollands between vehicle and black pedestrian larges. Plan for future stems and land use by Project connect Acades, Passible on it train, and black passing to vote on permanent changes. Add safety bollands between vehicle and black pedestrian larges. Plan for future stems and land use by Project connect Acades, Passible on it train, and black passing to vote on permanent changes. Add safety before adding to the project connect and the project connect acades are supported by the project connect acades are supported	See Comment #23
	rang		I Co	manaportanoon	•	
2177	Maia Personett	3/7/2023	Email	Do not widers/no build	Net NCOT NCOT, weist community alternatives to expansion and climate friendly options- not more highways.	See Comment #5
2178	Maile Floyd	3/2/2023	Email	Reroute to 130	Modify\$5 Program Manager fromny Abrago. Iam as 1_year resident of 26104, Demon neighborhood. I use \$5 frequently but believe this explansion would only divide our east and west more than it sineady is. The freeway should divert traffic around the city not through it. East side is now our demonstran eighborhood and should be treated as Such.	See connect #3
2179	Mallory Hart				Mobility's Program Manager Tremms Abrean	See Comment #5
					I am a resident of University Hills in Northward Austin. 109905E ThOT's plans for 135 and 109905E expansion. 35 has been the historical dividing line in Austin. separating East and West. 10 years of construction for just a few years of congestion neith in NOT worth it. 60 orthward to see a minimized highlywing for global divide 145 and 145	
				Do not widen/no build	***************************************	
				Latent/Induced Demand	TuCOT's process in this project is flaved: It ignores induced Demand, construction impacts, particulate matter pollution from tire vear, the failure of almost all highway expansions, the success of fineway removals, and its traffic modeling is flaved.	See Comment #18
			-	Air Quality/Noise	Highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
			1	Multimodal Transportation	We have before us an opportunity to re-envision this headachs, and embrace visions that create meaningful connections between east and downtown Austin with multi-modal transit at the forefront. I am FOR a boulevard going through town, turying lanes and a public transit first project.	See Correlat #20
2180	Mandy Brown	3/8/2023	Email	Do not wirken in a build		See Comment #5
		44			Assembly Register Minorger From Springer, The Springer Minorger From Springer,	
ID	Commenter Name	Date Received	Source	Topic	Comment	Responses
					Better to just decide to spend my money elsewhere. Do better. No more construction, better public transit. Lots of other solutions that doesn't impact our environment at this level.	
				Public Transit / Multimodal Transportation		See Comment #13
2181	Mandy McClintock			Public Transit / Multimodal Transportation Do not widen/no build		Se Corrent #3 Se Corrent #3 Se Corrent #5
2181	Mandy McClintock			Transportation	Made (1) Thrughers Manuser Tomes beings. In an excellent of Anguer to 135 expension, 1 don't work and higher 135 1 (19702E 10007) plans (or 135 expension, 1 don't work a wider and higher 135	
2181	Mandy McClintock			Transportation Do not widen/no build Do hot widen/no build Public Transit / Multimodal		
				Transportation Do not widen/no build Do not widen/no build Public Transit / Multimodal Transportation	MARKED Transport Names for Transport Orange. It as an excellent of Audios. TX. 1,009/05 th.2007 splane for 135 expension. I forth wast a wider and higher 135 Bit owned more goods: benefit options and less positioned filters care on the highest shall make as less safe in the long run. Therety pro for reading my message.	See Comment #5 See Comment #13
2181	Mandy McClintock Mandy McClintock Manny Hernandez			Transportation Do not widen/no build Do hot widen/no build Public Transit / Multimodal	Manifeld St Program Manager Tomes Alongs. Less sessions of Audit. IX. 10090E 1007s pales for 130 regisseron, factors and a selder and Nigher 135	due Contract #5
2182	Manny Hernandez			Transportation Do not wider, into build Do not wider, into build Public Transit / Mutrimodal Transportation Do not wider, into build Community Alternations	Adding 55 Program Manager Tomory Surge, Law is resident of Audio, TX. 1070/02 In 2019 years for 135 expension, 1 don't work a wider and higher 135 We need more public transit options and less published More care on the highway also makes as loss safe in the long run. There you for reading my message Adding 55 Program Manager Tomory Surge, Adding 55 Program Manager Tomory Surge, Adding 55 Program Manager Tomory Surge, And In the Company Surge, AND Surge, And Surge,	Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5
		Man	MyCapE+ Wabate - Comment, Form	Transportation Do not wider, the build Do not wider, the build Public Transor / Mutrimodal Transportation Do not wider, the build Community Alternatives Do not wider, the build	Adding \$5 Program Manager Tomory Manage. In an extended read process of the control of the cont	See Comment #3 See Comment #3 See Comment #4 See Comment #4 See Comment #4
2182	Manny Hernandez	\$15.00A	MyClapEx Widsate- Comment Form	Transportation Do not wider, into build Do not wider, into build Public Transit / Mutrimodal Transportation Do not wider, into build Community Alternations	Making St Program Manager Tommy Abrago, I are a resident of Audion, T.X. 1 POYACE AND ST years for 1 Se requirement of soft want a water and teglow 135. Not read more public transit options and less printed or More som on the highest plan makes as less and in the long son. Thesis year for reading my message Making St Program Manager Tommy Abrago, I are a promotion and come public transit options and less printed or More som on the highest plan makes as less and in the long son. Thesis year for reading my message Making St Program Manager Tommy Abrago, I are a promotion and some lobe again Tomic County resident convertify hing in Houston, Highway experiences do not retirine congestion large form and you only less to lick ten hours seet to see the monitories failure that the Kally Freeway turned and less Legous expending SS and an in support of the ReferenceS, now that can bridge the communities that were originally divided by 135. Legous expending SS and an in support of the ReferenceS, now that can bridge the communities that were originally divided by 135.	Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5
2182	Manny Hernandez	3/7/2023	MyCapt's Website- Comment Form	Transportation Do not wider, the build Do not wider, the build Public Transor / Mutrimodal Transportation Do not wider, the build Community Alternatives Do not wider, the build	Manifolds Program Manager Townsy Astrogo. It was settlemed a final to 1.50 registeration, infort want a wider and higher 155. If we continued to 1.50 registeration, infort want a wider and higher 155. If we continued to 1.50 registeration, infort want a wider and higher 155. If we continued to 1.50 registeration and less particular More serve in the highest size makes who was wide in the large on. There you for reading my message Manifolds Program Manager Townsy Astrogo. Manifolds Progra	See Comment #3 See Comment #3 See Comment #4 See Comment #4 See Comment #4
2182 2183 2184	Mensy Hernandez Menseer Kapasi Manuel Remnez		Comment Form	De not wider, no build De not wider, no build Putils: Transis / Matinimiss Transportation De not wider, the build Community Alternatives De not wider, the build Capys/Seck Plasas Do not wider, the build	MakingS fragmen Manager Tomany Advanger. 10/9005 S007 systems for 130 registration in Conference on Manager Summy Advanger. 10/9005 S007 systems for 130 registration and less published More son on the highway gains makes was less safe in the long run. Theirit year for reading my message. MakingST Program Manager Tomany Summy. MakingST Program Manager Tomany Summy. MakingST Program Manager Tomany Summy. MakingST Summy Manager Tomany Summy. MakingST Summy Manager Tomany Summy. MakingST Summy Manager Tomany Summy. MakingST Summy Manager Tomany Summy. MakingST Summy Manager Tomany Summy. MakingST Summy Manager Tomany Summy. MakingST Summy Manager Tomany Summy. MakingST Summy Manager Tomany Summy. MakingST Summy Manager Tomany Summy. MakingST Summy Manager Tomany Summy. MakingST Summy Manager Tomany Summy. MakingST Summy Manager Tomany Summy. MakingST Summy Manager Tomany Summy. MakingST Summy Manager Tomany Summy. MakingST Summy Manager Tomany Summy. MakingST Summy Manager Tomany Summy	Des Comment 63 Des Comment 63 Des Comment 64 Des
2182	Martey Hernandez Martscor Kapasi	3/7/2023 2/22/2023	Comment Form	Transportation Do not wider, the build Do not wider, the build Public Transof / Multimetal Transportation Do not wider, the build Community Attentions On not wider, the build Community Attentions Con not wider, the build	Making S Program Manager Tommy Adaps, I are a seasofer of America To. I provide CoOTs year for 15 Repairment inform sent a wider and higher 135. I provide CoOTs year for 15 Repairment inform sent a wider and higher 135. The resulting any provide the 15 Repairment inform sent a wider on the highest plan makes on loss and in the long con. Thank you for resolving any revessige Manager Tommy Adaps, I sent a previous and connot be again from a County resolvent correctly integrity in the Audit of the Sent America Tommy Adaps, I sent a previous and connot be again from a County resolvent correctly limit in the Audit of Sent America Tommy Adaps, I sent a previous and connot be again from a County resolvent correctly limit in the Audit of Sent America Tommy Adaps, I sent a previous and connot be again from a County resolvent correctly limit in the Audit of Sent America Tommy Adaps, I sent a previous and connot be again from a County resolvent for the Sent America Tommy Adapting I sent a previous and connot be again from a County resolvent for the Sent America Tommy Adapting I sent a previous and connot be again from a county and connot connot be again from a sent and a sent a sent a sent and a sent and a sent and a sent and a sent and a sent a sent and a sent and a sent and a sent and a sent and a sent and a sent and a sent and a sent and	Sea Connect # 5 Sea Connect # 5 Sea Connect # 5 Sea Connect # 5 Sea Connect # 5 Sea Connect # 6
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2182 2183 2184 2185	Mensy Hernandez Menseer Kapasi Manuel Remnez		Email Email	Transportation On not wider, the build Pauler Transer, FMutationalist Transportation Date and wider, the build On not wider, the build Community Atternatives On not wider, the build Cappu, Dack Plazas Con not wider, the build Garner's build	Making St Program Manager Townsy Adapts, 1997/02 Floor of Auto. To 199	Sea Connected #13 Sea Connected #13 Sea Connected #4 Sea Connected #4 Sea Connected #4 Sea Connected #4 Sea Connected #4 Sea Connected #4 Sea Connected #4 Sea Connected #4 Sea Connected #4 Sea Connected #4 Sea Connected #4
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2182 2183 2184 2186	Manny Harnandez Manasar Majawa Manasar Majawa Manual Ramnez Manual Zejania ji Manc Clokenatn		Email Email VOH	Do not wider, too build Do not wider, too build Public Yarner / Mutamonian Public Yarner / Mutamonian Do not wider, too build Do not wider, too build Carmoning Alternatives Do not wider, too build Cayon, Ceco. Places Do not wider, too build Cayon, Ceco. Places Do not wider, too build General wappoort On not wider, too build	MakingS Singsen Manager Townsy Alongs, 100905 S001's planes for 130 reparations in form warf a walfer and higher 135 . When was for more pools treated application and less publical? More son in the highway gains makes we less safe in the long one. Theiri year for reading my message MakingST Ingere Manager Townsy George MakingST Singsen Manager Townsy Kenger MakingST Singsen Manager MakingST Singsen Manager MakingST Singsen Manager Maki	Sea Comment #3 Sea Comment #4
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2190	Marcie Warnie	2/7/2023	Ernait	General support	Such Classics to Bigg and Commissioners: Them you for recipitating that 120 through Audic is not of the recipitating that 120 through Audic is not of the recipitating that 120 through Audic is not of the recipitating that 120 through Audic is not of the recipitating that 120 through Audic is not of the recipitation of the re	Son Contential 8
2191	Marcos Martinez	-\$-000,0000		Do not widen/no build	AN DOOT FOOT. The souther definition pressure, Phase recorded reclaiming alternative plans and weighing shed the impacts and neady and distinct where the properties applicable, As on when planner with interest. In transportation planning, I form building from a large and processes appearing a finite or the contraction of 20th sweet the weekly in Auditorphia and related offer and or interest of the large planning and interest of the large planning and a large plannin	See Communit #5
			İ	Reroute to 130	Consider acquiring toll road 183 or 130 and open those as public roads which aimed to provide relief to congestion on 35.	See comment #3
2192	Margaret Bole	1/31/2023	MyCapEx Website -	Regional Connectivity	I would support a train between San Antonio and Austin	See comment #1
2193				Do not widen/no build	M hoot hoot.	See Comment #5
2193	Margaret Delaney	estima.		Do not widen/no build	18 RODIT Class (1990) because it of not want to store a cross of staffs in order to have my register/rood. Please start staff submissions such as theorems A pastin and theiring 35 as that we can have self-trood in our downthout the added roos and air collation or increased crashes.	Sectionnel 45 Sectionnel 44
				Community Alternatives Air Quality/Noise	Please study atternatives such as Micromical Auditin and Rethrink 25 so that we can have safe travel in our city without the added hose and air pollution or increased crisalnes. Widening histories where traduces wider traffic laims, especially with the number of residences/offices being constructed in Austin	See Comment #34:
				Do not widen/no build	16 not apport only of the plans proposed by TCCVT eliminal bit 35:35 55 data for the make any value and the number of was/vent creating whole or the reduced. 135 should either be farmed into a low trailful cases with intensity level diversed to 153 or MoRhor or flushold be capped and covered by parks that encourage easy/vent integration and other modes of transportation (valuing bibling,	See Contented 85
				Placial justice	The deagn of 155 bear a recent history: 155 has a recent history of dividing Austin's communities in East and West Austin. The current plan only further divides West and East Austin by reducing the number of paths that cross the lightness and mining it own more disagrenus and savey to cross for padestisms, blanc, buses and diventions offered.	See Comment 63
				Climate change	Consist classigs in was fire the sharth and endiness of any planet, as well as the safely and according of our object the face of climate change, we should execut policies and plane clies that encourage shared essemptions systems and relation the need for case, expectably those feeled by gazdrine.	The Comment #53
				Public Transit / Multimodal Transportation	No have other, better options for intercity swife. Audio: in 2023 has the apportunity to still a highway brieves custain of the city curren such as \$830 for intercity brook. We can focus on solding a network public the amportunity or still a highway brieves custained the city or curren you have the case focus on solding a network public the amportation system within the city's devention. There is no reason to furned substrained no retardly traveless speeding through the heart of a situated of a situated city.	See Comment #13;
2194	Mergaret Janesen		MyCapEx Website - Comment Form	Community afternatives	The coverage are located for the city's beautiful the description of the city's beautiful the coverage are located for the city's beautiful the coverage are located for the city's beautiful the coverage are located for the city's beautiful the coverage are located for the city's beautiful the coverage are located for the city's beautiful the coverage are located for the city's beautiful the coverage are located for the city's beautiful the city's beautiful the coverage are located for the city's beautiful the coverage are located for the city's beautiful the coverage are located for the city's beautiful the coverage are located for the city's beautiful the coverage are located for the city's beautiful the coverage are located for the city's beautiful the city's beautiful the coverage are located for the city's beautiful the city's beauti	Soc Contract of A
				Latent/Induced Demand	Research shows that expending 1.35 will not solve our traffic problems. Research and other orten's experiences show us that more laines do not reduce traffic. The increase in laines actually leads to more people change.	See Comment #18
				Air Quality/Noise	This is not with distribute with The commonly created created to store to 3.5 and the pure processing 10.000 diseases in the purpose of Audit work. Audition would be interest purpose from the purpose of Audit work. Audition would be interest purpose (Correct, burying ADD Corporate). The purpose of purits and four flowing assess part of by 10.000, not simply puriting the highway in a gast dish that it impossible to creak Auditions work to be able to traver assets, a many portion of the purpose of	Sea Consenset 9-34
				Business/residential displacement	The pair will permanently displace valued traighten enclodes and businesses. The plan would displace many Audinities from that home, a will also displace many businesses including Years 1977 (jump in product and was a displace many Audinities from that home, a will also displace many businesses including Years 1977 (jump in product and was a displace many Audinities from that home, a war and a second or a secon	So Controvel 921
2195	Margaret Leak			Do not widen/no build	Mobility35 Program Manager Tommy Alreigo. As a resident of Trans County TL I strongly oppose TDCDT's plans and organision of I.35.	See Comment #5
			_			
				Air Quality/Noise	It will just worsen congresion, increase pollution and hurt local communities. It is short-sighted and destructive. Aratin deserves better.	Sax Comment #34 Sax Comment #33
2196	Mengaux Ordoveza	3/1/2023	Email	Public Transit / Multimodal Transportation	Bablin(5) Program Manager Tomey Arraph, Test by State Congress and sort depotes on the State species. Doing a point mery claims king by the neighborhood at this of health impacts and beginn disreption becomed the control	
				Do not widen/no build	Our ToOT planers. This not sure sky 1 COOT in 35 requires property parameters have been requesting community feedback. It is because it is mendated? Fix, call it is mendated that 10007 set agree to early the window of the second of the seco	Sea Convent #5
2197	Margo Carrico		=	Reroute to 130	inadeging must extract the service or replaned and account account and account account and account and account and account and account and account and account account and account account and account account and account account and account account and account account and account account account and account account account account and account account account and account account account account account account account and account acc	Sectionnet 43
					#1000 test crosses 933, they should up at a lab be top are design in Matthew and convey often often. During 16th of the eight before designations are Expended to a control Auton consortal are address control and a control Auton control and a control Auton control and a control Auton control and a control Auton control Auto	See Connect #42
2198	Margot Duque	3/7/2023	Email	Do not widen/no build	Mobility St Ampet The may proposed segure from your prope. In the proposed segure from your prope. The proposed segure on of 155 109905E sating additional lines, I believe that approach to be a waste of state distins.	See Contented 85
	A SHIRE			Community Alternatives	Communits Highway expansions don't work to resolve congestion issues and I am for the Rethirk 35 proposal as well as public transit contered solutions to issues of congestion along the I-35 corridor	Negotives See Comment #4
					NAME OF DATES WAS ASSOCIATED AND ASSOCIATED	
2199		3/1/2023	Email	Do not widen/no build	Less a souder of Chreymond at 25 ft 26 and Relations, this implicates the state is stated by send from these bronches places, my file will be supprise) impacted for not only the 20 years of construction be additionally because of the publishes and description of the contraction of the publishes and description of the community instead of building boosing and amerites within the community of our times the publishes and publishes for my long to the publishes of the community instead of building boosing and amerites within the community of our times the publishes for my long transport of the publishes of the community instead of building boosing and amerites within the community of our times the publishes of the community instead of building boosing and amerites within the community. I don't suppress that the publishes are the publishes of the community instead of building boosing and amerites within the community instead of building boosing and amerites within the community instead of building boosing and amerites within the community instead of building boosing and amerites within the community instead of building boosing and amerites within the community instead of building boosing and amerites within the community instead of building boosing and amerites within the community instead of building boosing and amerites within the community instead of building boosing and amerites within the community instead of building boosing and amerites within the community instead of building boosing and amerites within the community instead of building boosing boosing and amerites within the community instead of building boosing and amerites within the community instead of building boosing and amerites within the community instead of building boosing and amerites within the community instead of building boosing and amerites within the community instead of building boosing and amerites within the community instead of building boosing and amerites within the community instead of building boosing and amerites within the communi	See Communit #5
2199	Mari Russ-Welf	3/1/2023 3/8/2023	Email Email	Do not widen/no build Air Quality/Climate Change	Language to Energy Termy Serger, in a second of Company of the Serger Se	The Comment #3 The Comment #38
	Mari Pluss-Wolf				Takes a Month of Children, and St. 128.5 and Allicense, White in books in the inhallowing bearing of the public and programs of processing and processing an	See Connect #S See Connect #S
2200	Mari Rusis Welf Mari Rusis Welf	3/6/2023 3/6/2023	Email VOH	Air Quality/Climate Change Air Quality/Climate Change	1. DOOT not not make that the billion to the second to the	Toe Construct #48
2200 2201 2202		3/6/2023 3/6/2023 3/6/2023	Email	Air Quality/Climate Change Air Quality/Climate Change Do not widen/no build	1. DOOT not an own must start DOO (consequence states), PLOS of permission memory 2.5 is, not PLOS (permission memory as the not DOO (consequence states), permission memory as the notion of the notion of the notion memory as the n	See Comment #125 New Comment #5
2200	Mari Russ-Wolf	3/6/2023 3/6/2023	Email VOH	Air Quality/Climate Change Air Quality/Climate Change	1. DOOT not not make that the billion to the second to the	Toe Construct #48

	1		1		no expansion ferrouse traffic out of town.	
2205	Mari Russ-Wolf	2/14/2023	MyCapEx Website - Comment Form	Do not widen/no build	no expainssort reroute traffic out of town.	Sea Contract #3
2206	Maria Cruz			Community Alternatives	MobilitySS Program Manager Tommy Atreggs, Tam a resident of Audit Teas	Sax Comment #4
					I am a resident of Austin Tenas I OPPOSE TXCOT's plans for 135 and I OPPOSE expansion. I	
					Dynams of construction for just a few years of congection netief is NOT worth it. I don't want to use an intenstate highway for my local trips. I expect TuOT, Audim Chip Councit, and other representatives to Stand up for mis.	
					I sepact TsCOT, Austin City Council, and other representatives to staind up for mis.	
				Latent/Induced Demand	TuDOT's process in this project is flawed; it ignores induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Central #18
				Air Quality/Noise	Highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	Sas Corresest #34
				Community Alternatives	am FOR The Rethink-35 proposal, redesignating another highway such as SH-130 as an intendate, a boulevard going through town, a public transit first project.	See Corresent #4
2207	Maria Geary	2/25/2023	VOH	Do not widen/no build	Please do not expand 135. Please route traffic around the city of Austin instead. The existing structures of 135 should be buried downtown with parks or space for building affordable housing. No one wants more laines, more laines does not improve traffic flow.	See Contract #5
2208						Sur Commont # ⁵ .
2208	Maria Mabra			Do not widen/no build	MobilityS Program Manager Commy Arrago, 1 009005 the 3.35 highway appearased I was never for thirtf1 voted against it. We need a railway system instead. Thirds You	See Comment #5
					Finance, 102	
				Air Qualits/Noise		See Comment #34
				Ar Quarty rease	The amount of rose and air pollution will get worsel I don't want to use the intensiste for my local trips. I aim for redesignating 59:530 as an intensiste. I expect 1x001, Austin City Council and other representatives to stand up for me	Date Contracts #24
2209	Maria	3/6/2023	MyCapEx Website -	Do not widen/no build	TWO IS Secretary to the second secretary to the second sec	See Comment #5
2200	Person	-, -, 2023	Comment Form	and the same of the same	I am a resident of Austin and I oppose the TIDOT IN-35 explansion plan. I am for designating and expanding highways that bypass Austin to create thru traffic flow around the city. Expanding in the city will continue the relical divide and widen it, and increase the traffic congestion.	
2210	Maria	2/11/2023	VOH	Do not widen/no build	I'm opposed to the expansion of 1-25.	See Comment #5
2211	Maria Sosa Mariael	2/9/2023	Plea	General Support	My only concern is the time line to finish this project. Make it right! support this for a better Austin. Also, tax major businesses to pay for this. Mari	See Contract 4 8
	a Ara	. ,	sica			
			Co		Mobilitýš5 Program Manager Tommy Atrego,	See Comment 65
					Models,55 Program Manager Tomrey Aurege. Door allerance of the region and 1 the class on 156 is the Respecte area of Austin. I now been in floath finds, every queen in 152, and till liken ment seem shafe, a bard on 1 to ease on 135.6 is it floated, it is betterfore available, in the history of the 51.5 floated, and the region of the state of the class of the state of the class of the state of the class of the state of the class of the state of the class of the state of the class of the state of the class of the state of the class of the state of the class of the state of the class of the state of the class of the state of the class of the state of the class of the state of the class of the state o	
					US, highway expansions have never eased traffic and will not in this sconario, but will only worsen congestion while robbing Austin of valuable, usable land. Likewise, Texas should use errinent domain as spairingly as possible given its values, and a 20-lane highway is certainly not valuable enough to displace neal people. One of Austin's best qualifies is green space;	
2212	Marie Camino			Do not widen/no build	TXXOT has an opportunity to create an innovative solution to our oity's traffic problem, all white reducing the risk of air pollution, sound pollution, and water quality. Given the state's already fragile water infrastructure, protection should be top priority. I strongly oppose the 135 expansion and encourage the adoption of Rethrick 35's plan in its entirety, not just paintally.	
					Thank you for your consideration of my comments.	
				Community Alternatives	I support Rettrick 35's alternative plan to offer more walkability and green space in place of an expanded highway. Please do not expand 135.	See Comment #4
2213	Marie	3/7/2023	Email	Latent/Induced Demand	MobilitoS Program Managor Tomes Atropo.	See Comment #15
	Wilson	4,7,222			MobilitySS Program Manager Tommy Abrego, It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	
					Daar 1-35 Capital Express Central,	San Comment #4;
					Rx: 155 Capital Express Central, Draft Environmental Impact Spatement Dear Governor Abbott and other Debend Officials: 1000T Commissioners. Staff, and Consultants.	
					Thank you for the opportunity to comment on the proposed i 35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the ES process, including the study done by Teasa ASM Transportation Institute on the ReThink35 and Reconnect Austin proposals.	
					I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft ES was inadequate. This maps shown in the TI study purporting to allow the "problem" of our through traffic in no way considered the myorid or resonant in the Stude of Texas or in 100 and TI south the TI south the TI south the TI south the Stude of Texas or in 100 and TI south the TI	
					the most dangerous alternative. 1 shought bit his intrinsed Environmental Protection Act required TxOOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the fiell hink3 and	
2214	Marilyn	3/7/2023	Email	Community Alternatives	Recomment Austin prognosis, inclusing various levels of elected officials asking InDOT to seniously consider meaningful atternatives. White the TIT southy was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Recomment Austin in the IES sam To FOOT failed to provide any reasonables expensed for whit; in the face of the consideratives.	
	Fenn	4,7,222	Cital		implied reasons the Share of Years origin resourcing decide between memoriful alternatives. Once the three for all strifts clearly as a revision miss broader as leave on total stress that Years (Share Share	
					Date Chairman Bugg and Convensionary: These works of through busins in one of the most recoporar innervousments in the State of Texas, at this serious confident reclaims reflect to Allia State of Texas, at Texas when it all for tool and durinism.	See Comment #8
	Mariten			General support	Date Chammes bugg and Commensionary. That ap our foreigned this SE frough Justice as well of the most congested recisively againsts in the State of Yasas. As this servicely additional residency is often called the Main Street of Yasas, all Years should call for bold and decisive According, in the mining looky to express on youngest support for the 135 Capital Express Central dangle as proposed by 160°CT. Think you for your consideration of this register. According, in the mining looky to express my complete support for the 135 Capital Express Central dangle as proposed by 160°CT. Think you for your consideration of this register.	
2215	Marilyn Mathes	3/2/2023	Email	General support	Sent from my iPhone	
2216	Mario Barron	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Of the back and forth between San Actions and Audit righte a bits. The drive is long and selects, and the straffic sevens by giving congested and designance as time gipes by it would, therefore, make sevens to give a bits. The drive is long and selects, and the straffic sevens by giving resort or congested and designance as time gipes by it would, therefore, make sevens to give a series of the sevent of t	See comment #1
	Jes / CH					
2217	Marisa Love	1/24/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that ISS through Austin is one of the most congested readway segments in the State of Texas. As this seriously outstand readway is often called the Main Sheet of Texas, all Texas should call for bold and decisive action to transform this critical stretch of infestructure into a readway that will accommodate the repid and immense growth we are experiencing in our great State.	See Comment #B
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDDT. Thanky you for your consideration of this request.	
					Dear Chairman Bugg and Commissioners: Think you for recognizing that 1-SS through Austin is one of the most congested readway segments in the State of Texas. As this seriously outsized readway is often called the Main Street of Texas, all Texas should call for bold and decisive	New Comment #B
					Date Chamme Bugg and Commissioners. This app for recognition 15 through Action 1 and or 1 feet and	
2218	Marissa Garza	2/13/2023	Email	General support		
2219	Marissa McKinney	1/30/2023	MyCapEx Website -	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address 135 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic	See Correlat #8
			Comment Form		Due Orienmen Bugg and Commissioners: Their you for your support to address 155 frough Austin in a comprehensive manner. This statute of legitively is nationally sended as the 15th worst for builtic composition and 35 st	
2220	Marita Emmett	1/31/2023	MyCapEx Website -	Regional Connectivity	I support sail service between San Antonio and Audin. I also support the construction of rail service throughout Teals. I am willing to pay for and patronise such rail services. Please. I am not affiliated with any regulatory or commercial enterprise related to this issue. Please.	See comment 61
			Comment Form		иту мудилиту от сотплетски илимутите генино со ета пайде. РАНИЙ.	
1D	Commenter Name	Date Received	Source	Topic	Comment	Resonas
2221	Mark Aflatooni	2/24/2023	VOH	Bury/tunnel	This is a generational project and it shouldn't be included and dimed. Fully cusping and covering HSS is the best design for Austria feature.	See Correlat #25
					т мар марине в посмен не посмен мене мене мене мене по мене мене по мене мене мене мене мене мене мене мен	
					Dear Chairman Bugg and Commissioners: These was for promision that LSS through Jurish is one of the most compand of minimum seatments in the State of Tapes. As this region is added to additional and the Marie State of Tapes.	See Comment #8
2222	Mark Ambrose	3/7/2023	Email	General support	Date Chamme Bugg and Commissioners This paper for register that the Strength Austria to ora of the most congested readway agreems in the State of Teas. As its servicely actificated readway is often called the Main Strength Austria to ora of the most congested readway agreems in the State of Teas. As its servicely actificated readway is often called the Main Strength of Teas. As it Teas should call for bold and decisive action to the control or indicated control into the confidence into the state of the sta	
					Mobility55 Program Manager Tommy Acrego. 18ws 1,000 (set from 15,5, a highest) associate with rothing tout mixery and dward, a road that currently produces 80 deschess of noise in my front year during peak times and averages 70 deschess of roise. A normal conversation averages 60 deschess, in the are control that my family between the political air every time we also posted. The current proposal will doubt the width of 55 through my engliphorhood, resulting in an enormous increase in noise, at , and water political. And	See Comment #34
					discibilist. I have not discibilist from the first possible the postured air every time we step outside. The current proposal will double the width of 35 through my neighborhood, nesulting in an enormous increase in noise, air, and water pollution. And what will is accomplish?	
				Air Quality/Noise	what will it accomplish?	
				Air Quality/Noise	what will it accomplish?	
2223	Mark Armstrong			Air Quality/Noise	Sections. These reducted that for from the problems the splinded are very time we appealable. The correct proposal will called the westerned of \$30 trough my engineering reduction, requirement in the correct and correct an	
2223	Mark Armstrong			Air Quality/Noise Latent/Induced Demand	what let is constrained. We want to force poperation to come up with planer centered solutions to todic congestion, not plane that increase the profile of concrete and conductation companies, in 1,3023, to air magnitum death for death that the only solution we can come up with the conductive conductive constrained and any contrained any contrained any contrained any contrained any contrained and any contrained any contra	San Communit #13
2223	Mark Armstrong				what till face generations to come up with placed contened solutions to both compation, not place that from prefixed of conceive and construction companies, 113, 2023, it nor imagination shade? So shade that the only solution we can come up with a bound the load and shade the same and prefixed of content and construction companies, 113, 2023, it nor imagination shade? So shade that the only solution we can come up with the bound the load of the load of the same and the	See Comment #132
2223	Mark Armstrong				what till face generations to come up with placed contened solutions to both compation, not place that from prefixed of conceive and construction companies, 113, 2023, it nor imagination shade? So shade that the only solution we can come up with a bound the load and shade the same and prefixed of content and construction companies, 113, 2023, it nor imagination shade? So shade that the only solution we can come up with the bound the load of the load of the same and the	San Communi #13 San Communi #3
2223	Mark Armstrong			Latent/Induced Demand	what let is constrained. We want to force poperation to come up with planer centered solutions to todic congestion, not plane that increase the profile of concrete and conductation companies, in 1,3023, to air magnitum death for death that the only solution we can come up with the conductive conductive constrained and any contrained any contrained any contrained any contrained any contrained and any contrained any contra	

					W-TADOT TADOT.	See Comment #34
2224	Mark Chow	3/6/2023	Email	Air Quality/Noise	and the middle of the second properties to the expension of 135. Heat the expension will have extensive register to traffic (innegation and general personal safety) and the environment (air, water, richa, ext.). It is unrecessary to braveler across a city and as faction on an intercent allegation of the contract of t	See Comments (An
2225	Mark Gles	3/7/2023	Email	Do not wider/no build	MobilityS5 Program Manager Tommy Acrego. Yall are a source of brainings from yall make the problems yall made. You went more highesy lares than friden brainceful in your head. How about making more rail lines or better brights lares. You are a joke and express balancy if	See Comment #5
2226	Mark Gonzales	2/8/2023	Ernal	General support	And Channels by any of Commissioners. These year for excepting that 1.35 through hadre is and if the result congested readings supplies in the State of Freeze. As this surface, as falled an inchine year dispersion of the State of Freeze. As the surface is not supplied to the state of the read of the state of the sta	See Connect 45
2227	Mark Grobmyer	3/7/2023	MyCapEx Website - Comment Form	Do not widen/no build	1 oppose the explansion of 1.35 in Doventown Austin and support cap and stirch proposals instead.	See Comment 45
					Dear Chairman Bugg and Commissioners: Therk you for recognizing that ASS through Austin is one of the most congested readway segments in the Bate of Texas. As this seriously outdated readway is often	See Connect #8
2228	Mark Metcatfe	1/12/2023	Email	General support	Due Channel high and Commissioner heigh you for required part of 15 strongly hands in our of the non Companied nomber agreement in the State of Team. As it is as recommon distribution of the state of	
2229	Mark Metcalfe	3/7/2023	Email	General support	Our Channel high and Commissioner. When you for regarding this Shough Justin is one of the most composed rooteny suggests in the State of Teas, at this embody calcined rooteny in other calcined has been calculated. The state of Teas, at Teans should call for tool and decide water to the calcined has been already and the State of Teas, at Teans should call for tool and decide water to the calcined has been already and the State of Teas, at Teans should call for tool and decide water to the calcined has been already and the State of Teas, at Teans should call for tool and decide water to the calcined has been already and the State of Teas, at Teans should call for tool and decide water to the State of Teas, at Teans should call for tool and decide water to the State of Teas, at Teans should call for tool and decide water to the State of Teas, at Teans should call for tool and decide water to the State of Teas, at Teans should call for tool and decide water to the State of Teas, at Teans should call for tool and decide water to the State of Teas, at Teans should call for tool and decide water to the State of Teas, at Teans should call for tool and decide water to the State of Teas, at Teans should call for tool and decide water to the State of Teas, at Teans should call for tool and decide water to the State of Teas, and the State of Te	Sax Connected 48
2230	Mark Ramseur	1/26/2023	Email	General support	Out Channels higg and Commissioners: Think yes for recigning that 135 through Audit is one of the most composed reading superiors in the State of Teas. As this sectionally outlined conducts of the section of the sect	See Comment +S
					Accordingly, I am writing body to express my complete support for the 135 Capital Express Central design as proposed by 16/07. Think you for your consideration of this request.	
2231	Mark Ramseur	2/7/2023	Email	General support	have Chemics Beg and Commissioners. Note on the recognitive data of \$2.5 though duties a new of the next congrant studies, respective in the \$1.0 or *Text. As the security studied relatives; or the relative is the security of the security	The Comment of S
2232	Mark Ramseur @PD	1/17/2023	Email	General support	Two Therman Degreed Commissions. This is not in requisiting facility Strongs Audition to an of a reason copyright and included property in the "State of Them. As it is invariously published containing in distinct and included	See Connect 65
2233	Mark Randolph	2/23/2023	MyCapEx Website - Comment Form	General support	Just get it fould many. Way too liste already.	Sax Comment #S
2234	Maris Rosholt		MyCapEx Website - Comment Form	Do net widen/ina build	Control agent the covered premated for the receivable great of \$1 th Groups (control active). Experience of the control active and the control active	Se Connect 65
			-	Air Quality/Noise	Added not comply a disease the same depends on the rest was extended by a first construction. These is the extended in a service of the same of the sa	See Comment 834
2235	Mark Sainsbury	2/23/2023	Ernist	Do not wider/no build	Les expelled to the proposed expenses of 1206s. Equation (St. March 120 for the proposed expenses of 1206s. Equation (St. March 120 for the proposed expenses of 1206s. Equation (St. March 120 for the proposed expenses of 1206s. Equation (St. March 120 for the proposed expenses of 1206s. Equation (St. March 1200s. Equation (St. Mar	Sea Comment #5
ID	Commenter Name	Date Received	Source	Yopic	Commet	Repones
2236	Mark Sholte			Do not widen/no build	Making Shings Makage Tomps Maka	Sea Contract #5
				Bike/ped safety	Leads to a cut off that decode all consequence amounts in the cut does not project to come process and the configuration of the cut	See Contrast #50
2237	Mark Thompson	2/9/2023	Phy sica I Co mm	Austhetics	As Assemptions descriptions for some Short out to pay a local some Bitterface for crossing. The IGA complaint carry and the long works and in largest more paragraphs will be to be presented and inapped more paragraphs will be to be presented and inapped more paragraphs. This was bake part crossing disorded be made presented and easy for adverse people belong to cross-quistly, casing our access one to entigened with a great paragraph. Jobs and crossing.	Sea contract 46/3
2238	Mark Vonbargen	3/7/2023	MyCapEx Website - Comment Form	General support	1000 opposite the collection of the collection o	Toe Communit eth

2239	Mark Wieland	3/3/2023	Email	Reroute to 130	Mobility55 Program Manager Tommy Abrego, Cliff Index weight	See comment #3
					Chamilagis Program Change Emiror, Dorque, Cliff, richos verifices United at Trans. 12,500's general Austin Neu Photos arranger and richos for Austin Neu Photos arranger and richos for Austin Neu Photos arranger and richos for Austin Neu Photos arranger and richos for Austin Neu	
					- make 135 through Audin a toll road for through traffic - Provide sempton sitchers for fusion satisfants - Provide sempton sitchers for fusion satisfants	
					- create a fine process for cheaters that apply for the exemption sticker without being a resident.	
					Exercises. As a source who frequently rides a bits, I fair for my fire what I source on solds that principle can see this a end polishor. Expending fightings all only in a country to white you do control or of all of read same, including submidle own the opposition of the principle can be applicated. Expending fightings are of only encountry may be applicated to the country of the principle can be applicated. Expending fightings are of only encountry may be applicated from the principle can be applicated. Expending fightings are for any encountry of the principle can be applicated. Expending fightings are for any encountry of the principle can be applicated for the principle can be applicated. Expending fightings are for any encountry of the principle can be applicated for any expending a	See Correint #13
					As someone who frequently rides a bits, it fear for my life when I travel on needs that prioritize cars over bites and pelestrians. It's essential that I SOOT takes into account the safety and comfort of all of all need users, including varianable ones it lies ocisits and edestrians in the development of this protect. Additionally, it care developed about cirrent exhange and polisional traveloped in the protection of the p	
					and worsering air quality. TbDT should consider more sustainable transportation options, such as public transit and biking/walking infrastructure, to reduce the environmental impact of this project.	
					I strongery desired that this project order not consider principal and an account of operations are the same and of the project order not consider principal and the project order not consider the same and of the project order not consider the same and of the project order not consider the same and of the project order not consider the same and order not consider an area of the project order not consider the project order not consi	
					TADOT to consider the needs of pedestrians and prioritize their safety and confort in the development of this project. The Texas Transportation Commission Missian British 1988 of Amort 1998 and to now he had been supported to Commission Missian British 1998 of 1998 and to now he had supported to Commission Missian British 1998 of 1998 and to now he had supported to Commission Missian British 1998 of 1998 and to now he had supported to Commission Missian British 1998 of 1998 and to now he had supported to Commission Missian British 1998 of 1998 and to now he had supported to Commission Missian British 1998 of 1998 and to now he had supported to Commission Missian British 1998 and to now he had supported to the now he had supported to the normal supported to the no	
					and mode registers of Contractive Contract	
	Marka			Public Transit,	deaths on Tessas read-ways, by full by the year 2005 and to a zero by the year 2005. If I am concentral that the Deat Territorinematal Impact Statement does not include meaningful analysis that could help optimize the project toward this specific Road to Zuro goal. While reaching zero triffic deaths by 2050 will require massive	
2240	nthony	3/7/2023	Email	Multimodal Transportation	shifts in individual behavior and technology, ensuring that this project is on target to meet the 2035 goal to cut deaths in half is completely deable and within TLOOT's grasp, based upon the design of the facility and various obcloses that would	
	POVETA				2005. Lurge Tx00T to prioritize the safety of all road users, see well as the environment, in the development of this project. Thank you for your consideration.	
					I urge TxDOT to prioritize the safety of all road users, as well as the environment, in the development of this project. Thank you for your consideration.	
2241	Marsha	1/9/2023	Email	Community alternatives	This plan is only going to further increases the carbon footprint and Heat island effect of Austin. It will not relieve traffic jams. Research has shown time and time again that expanding the freeway desert	See Comment #4
					This plan is only going to further increases the carbon fortprint and thesis bland effect of Audin, it, will not relieve traffic jams. Research has shown time and time again that expanding the freeway down! with load introduction and it's 28 laws gettion. It furthers the exicit agends that it is heligacy of 13 5 foreign Audin, to one seem the POV lates on Napoc unter failure. We live you against cap and shirt? Why don't you put it underground? Load interruption 15 groupsals. Yes interfaces the. To be the horizon began been found for the bland beather are and of sproof one covernt plan.	
1					MarithalKeep on Keepin on	
2242	Marsha Fatino			Do not widen/no build	METADOTADO. In TADOTADO. In The Contract 15% risks This death interestate has literable on our risks in ten for risks are using	See Comment #5
					We DOOT TOOD?, Too oppose the current? 135 plant. This deady intendate has literally cut our only in two for decades, Remember when it was actually given space? Now we have toll modes as an option that no trucks are using. On something Domand given space, bite traits running east, west, with safe sidewalfs for pedestrians to walk.	
				Bury/turnel	Bury that horible concrete and cover it with community gardens, walking path like the high line in NYC, green it up like Memorial Park Freeway in Hosoton. Make east and west accessible for people-walking riding then driving. Force all big trucks to use the toll made. Get them off the interstate.	See Comment #25
				Community Alternatives	Look at rethink 135. They have a much more community minded and inclusive appreach. This current plain does not represent the values of the Austin I used to know.	See Comment #4
2243	Marsha Fatino			Do not widen/no build		See Comment #5
2243				See rise, wester/110 DUILD	Math/LSS Program Manager Tramps, Extrags. Yoposes the current place. Now, PLLL of a PLM op park on top and place and place trains. It's being done in many other places. You have a once in a life time opportunity to undo the scient that mode I SS. Get creative Touchout by all trained is thereough this year you not folding of much greener solutions is unclear.	
					creativet houston just burned a treeway. Why are you not tooking at much greener solutions is unclear.	
				Community Alternatives	To read to look at rethink 135s plan which is much better. You don't have given opaia, not enough walkways connecting east adds and doestown, everyone brows expansion is too expensive and never work long farm.	See Contraint #4
					works long term.	
2244	Marsie Molina	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Please build a light rail between San Antonio and Austin. This would be a life changed	See comment #1
2245	MARTHA SMILEY	2/7/2023	Email	General support	One Charmon Bugg and Commissioners. Thesis you for excepting that 135 through Audit is one of the most compared making segment in the 20x of Texas, it this serious positional makings or situate and the following that the commission of the commiss	See Correnat #8
					called the Main Street of Teas, all Teasns should call for both and decisive action to transform this critical streets for inflastructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	
					Record (gg), with mixing body to express my complete support on the PLA Capital Capital Capital Capital Capital Capital Capital Capital Capital Capital Capital Capital Capital Capital Capital Capital Capital Capital Cap	
2246	Martin	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Commuter rail SA <> ATX	See comment #1
			Comment Form			
2247	Martin Barrera			Air Quality/Climate Change	TROF.	See Contraint #18
					do not support the current plans. The environmental and equity damage caused by the induced traffic will only lead to more vehicle miles traveled and increased green house emissions in the City.	
				East/west connectivity	The convent CS gains for the rest SE year Year SE year SE year YEAR YEAR YEAR YEAR YEAR YEAR YEAR YEAR	See Commant #20
				Reroute to 130	A better approach would be to convert SH130 to ISS to route baffic around Austin auther than through Austin. This would allow the development of a Business ISS to reconnect to the City's street grid and to resource the street number that the insistent number is that it is not not not necessarily number is not necessarily number in the number is not necessarily number in the number is not necessarily number in the number is not necessarily number in the number is not necessarily number in the number is not necessarily number in the number is not necessarily number in the number is not necessarily number in the number is not necessarily number in the number is not necessarily number in the number is not necessarily number in the number is not necessarily number in the number is not necessarily number in the number is not necessarily number in the number is not necessarily number in the number is not necessarily number in the number is not necessarily number in the number is not necessarily number in the number is necessarily number in the number is not necessarily number in the number is not necessarily number in the number is not necessarily number in the number is not necessarily number in the number is not necessarily number in the number is not necessarily number in the number is not necessarily number in the number is not	See Comment #3
					Martin Barrera	
2248	Martin Button			Do not widen/no build	The state of the s	See Comment #5
2248	Mertin Button			Do not widen/no build	As DOT DOTS: Law York to several vegocities to the proposed experience of 150 through Audio, 15kby to clear Providing may shift leave only absent more shift. Expending 153 to not a understable swintow, 155 spills our City in a very contract about the section was a prior chain when it was feet bad, well reviewed a pair chain body. When the based were several to the contract of the prior through the section of City in introducts freeways, Before, we seek will eigenvent the speed tool drown that we is boundly, ask and friendly to washing and topics travel. In cost we set 2 colors ear morning fromger implicationals. Law you have a selection of the section o	See Centraint #5
					I am writing to express my opposition to the proposed expansion of 135 through Austin. History is clear: Providing more traffic lanes only attracts more traffic. Expanding (+35 is not a sustainable solution. 1-35 spits our City in a very outdated fashion. Tall various recognition to the proposed expansion of 1-35 through Austin History is clear. Providing more traffic lanes only attracts more traffic. Expanding (+35 is not a sustainable solution. 1-35 spits our City in a very outdated fashion. Tall various recognition to the proposed expansion of 1-35 through Austin History is clear. Providing more traffic lanes only attracts more traffic. Expanding (+35 is not a sustainable solution. 1-35 spits our City in a very outdated fashion.)	
					An expanded 35 does not provide meaningful local travel alternatives. Justin residents do not wish to travel around our City on intensiste freeways. Rather, we seek well engineered low-speed local streets that are beautiful, safe and friendly to	
					suscent gare categor served. Los onc went a 20-sens scar entring uncogn regisprocraces. Large you to seek and listen to the opinions of community groups, and seriously study their Large you to seek and listen to the opinions of community groups, and seriously study their	
					suggestions.	
				Reroute to 130	Expanding the current I-35 alignment it does not fix this problem. No through traffic should bi-pass Austin completely, perhaps on the existing TX-130.	See comment #3
					POSATE AND ADDRESS OF THE POSATE AND ADDRESS OF THE POSATE ADDRESS	See Comment #8
1					we are moving the traffic problem UNDERGROUND. can you impatine an accident happening the contact content to set medical assistance down there and the panic if there is a fire Please out some thought to this.	
1					THIS IS NOT THE ANSWER to the 155/downtown traffic.	
1					car you migrill as an accident happening the or qualiferance show price of the part of there is a fire Please put some thought to this. 100 ISO 100 TAN ACCIDENT to be subjectioned to will be useful to see any present the part of there is a fire Please put some thought to this. 101 ISO 100 TAN ACCIDENT to be subjected to the local fire sees and presentine walkways. 101 ISO 100 TAN ACCIDENT TAN	
2249	Mary Alice Padilla	2/21/2023	Email	General support		
1						
1						
			MyCapEx Website - Comment Form		To whom it may concease:	See Comment #21
2250		0.000.0000	Comment Form		1 am writing to but you know that my traibland and I oppose the experience of by 55. Recent studies have whom that expending inner statios does not help to decrease competion, contributes in expertisely to the environment, and is detrimental to local businesses impacted by the changes, in particular, I am disapported that your plan includes to dereifind a degiven. This deposits and all may serve over 200 Justin families. This devotes is a Southin immersion devices and	
2250	,	2/28/2023		- Jurinesey researchal displacement	employees many young Latine women. They give here is also use and that is in the ofty cester, and also affordable. Uprooting, this daycare would almost ensure that it would have to leave the only certain, making affordable degicare in downtown latins in the only the present of these conclusions and affordable degicare in downtown latins in the conclusions and affordable degicare in downtown latins in the conclusions are affordable and affordable degicare in downtown latins in the conclusions and affordable degicare in downtown latins in the conclusions are affordable degicare in downtown latins are affordable degicared and affordable degicared are affordable degicared and affordable degicared are affordable degicared and affordable degicared are affordable degicared and affordable degicared are affordable degicared and affordable degicared are affordable degicared and affordable degicared and affordable degicared are affordable degicared and affordable degicared are affordable degicared and affordable degicared are affordable degicared and affordable degicared are affordable degicared and affordable degicared are affordable degicared and affordable degicared are affordable degicared and affordable degicared are affordable degicared and affordable degic	
					It administrate procures. It are writing to the open show that they household and it oppose the expension of by 25. Round studies how alream that expending it more abbase does not help to decrease congration, contributes regionally to the environment, and is detrimined to trace becauses impacted by the changes in performing, and expension of the production of the performing in the description of the performing in the description of the performing in the performing in the description of the performing in the pe	
ID	Commenter Name	Date Received	Source		Connect	Responses
2251	Mary Barton	2/8/2023	MyCapEx Website -	General support	I am in favor of the boulevand concept through dovertown. I am in favor of the additional East/West Connectivity, I am generally in favor of Modified Alternative 3.	See Comment #8
			comment form			
2252	Mary Chisholm	3/6/2023	Email	Do not widen/no build	The in the Stylene meligibathood. These don't see above meligibathood. These don't see above meligibathood. These don't see above the see a	See Comment #5
					Please don't waster my tax dollars expanding B-35. You made 130, improved 183, and 71. There is also Mopac. Step wasting my tax dollars on things that do not improve transportation. Use that money for rail services between Texas' larger	
					CORN AND CONTROL. DOIN TURNER DY MA ORDING.	
					Mary	
2253	Mary Chisholm		Wei	Do not widen/no build	H. My name is Mary Chisholm. I reside in Austin, Teosa. City Council District. 4. I am going to seem like a half a mile from I-35. And I'm against the expansion.	See Commant #5
			OR COL	Regional connectivity		See received 8
		I	1	regular connectivity	Heal like you have built 1000 roads such as 1-30 or 45. And improved 183 and 71. 5o there's no neason to expand 135. Like truffic can barely get through. Immain, I say, barely, like gaing 35 miles an hour, so that is, just that one little congleted area. But if you do the construction, that one little congleted area. But if you do the construction, that one little congleted area. But if you do the construction, that one little congleted area. But if you do the construction, that one little congleted area will be -dish't just say, definitely impacted for years to come. This is an assimine move, I don't want my tax dollars used for this. And phase do not executed 153, it is waster of the scale place.	
						See Comment #5
2254	Mary Escamilla			Do not widen/no build	MobilitySS Program Manager Tommy Abrego, I are a resident of audit of the Audit of	See Corresent #5
2254	Mary Escamilla			Do not widen/no build	Mobilish Shogian Manager Tomay Abrego. Ian a resident of Manager Tomay Abrego. 109092 TuDO'hs plans for 1.55 and 1.09092 expansion.	See Comment #5
2254	Mary Escamilla			Do not wider/no build	ManifeSt Program Manage Thomps Songis, Laran solisized Albani Sangis, Laran solisized Albani Sangis Sangis, Laran Solisized Albani Sangis Sang	See Comment #5
2254	Mary Escamilla			Do not widen/no build	Mobility Strage Manage Terms (Area). Talan answired Admit All Strage Admit Admit All Strage Admit All Strage Admit Admit All Strage Admit Admi	See Comment #5
2254	Mary Escamilia			Do not wider/no build	Mobility The Program Manager Temmy Angua, Morris Service Serv	See Comment #5

1	1			Community Alternatives	I am FORt. The RethinkSS proposal, redesignating arrother highway such as SH130 as an intendant, a boulevand going through town.	The Comment of
			-	Latent/Induced Demand	TACOT's protes with this project in favore, thoughout the favore in the control of the control o	See Comment 4 28
				Laterly House Serial C	Table a process in this project is interest, a grown industry, considered improce, personnel immedia posterior in the treat, are inside to amount in ingrining separations, an access or interest in increasing in flavor.	- Control - Cont
					Helia,	See Comment #350
					The control of the separation of 135 and taking up parts of Lody Brid Lake to enable that construction, it would be a massive mistake to literally dog up valuable park land that is there for Austrinès in order to expand a congested highests. Lody Brid Lake in the present of Austrin.	
					Landy Brit Lake the jame of Autor. This July lake and the jame of Autor. This July lake and the jame of resident with reache near 25 or residents whose only access point is in that location you will be harming, a huge part of the Audin community and Teaus. I appear any contraction taking gains with the literaferum with use of the islan, including construction that blocks access to the water or public land and not all which Autoritate have when Audin meaning it, valuable, and unique. Do not do this. The gainstan part of Autoritate have been adjusted to the Literaferum with the and access to. The partiest part of Autoritate have been adjusted by the Audin meaning it, valuable, and unique. Do not do this.	
					Loppose any construction barrieg place that interferes with use of the lake, including construction that brocks access to the water or public land and trains which Austrines have always had access to. The greatest part of Austrin is the trail and it's the great unifer. No matter what money you have or what part of twen you live in, having access to the trail is what makes living in Austrin meaningful, valuable, and unique. Do not do this. Sincerely,	
2255	Mary Escamilla	3/7/2023	Email	Parks	A concerned Austinite Mary Escamilla	
			MyCapEx Website - Comment Form		You all have been working on/expanding I-35 since I moved to Texas in 1985! And I have tried to avoid driving on I-35 since 1985. I know more back roads than you can imagine. Now you've doing the same	See Commant #5
2256	Mary Gregoire	1/21/2023	Comment Form	Do not widen/no build	Less d'Assert de la contraction de la contractio	
					the south A light rail system would be safer for travelers, cleaner for the environment, and in the long run it would be less expensive for the city, county, state AND for travelers.	
				Public Transit /	MARKED STORY DESTRUCTION TO ANY THE PROPERTY T	See Comment #13
2257	Mary Hatch	3/7/2023	Email	Multimodal Transportation	however contradictory it may seem, that more larses do not mean less traffic. This effor will be a low-impact bandaid for the money spent to increase mobility in and around the city and will continue to economically divide our community. Please use evidence-based studies for recommendations on increasing mobility speed and lowering cost for transportation within and around the city. Thank you'll	
			_			
2258	Mary Hurtado	3/7/2023	Email	Do not widen/no build	Making Singuis Manager Interspo George Control Control and Annual Singuis Manager Interspo George Control and Annual Singuis Manager Interspo George Control and Annual Singuis Manager Interspo George Control and Annual Manager Interspo George Control and Annual Manager Interspo	See Comment #S
					communities and nature that makes austin so unique, please listen to the public, we do NOT want this expansion. I lived in austin last year and voted for its city council members, please do what is best and listen to your constituents, thank you	
2259	Mary Kraemer			Do not widen/no build		Sue Comment #5
22.00	-,				MobilityS Program Manager Tommy Almago, "am a resident of Texas all my file. "OFFORCE ADD'S Manager Tommy Almago," (POPOSE ADD'S Mane for SS dant OPFOSE expansion.	
				Community Alternatives	I am FOR The Rethink35 proposal,	See Correspt 84
				Reroute to 130	_redesignating another highway such as 9H.130 as an interstate	See Comment #3
				Public Transit / Multimodal Transportation	a boulevaird giving through town, a public transit-first project, getting commuters out of case and into public transportation.	See Comment #13
				Transportation		
			ł	Latent/Induced Demand	1.COT) process in this project is favord it ignores included Demand, construction impacts, particular matter products from the warr, the fallow of almost all highway operations, the success of feering from the properties of the success of feering from the product of the produ	Suo Commant #18
					removals, and its traffic modeling is flavwed. Highway expansions DONT work. They worsen congestion (as we saw with the Kuty Freeway), air noise and water pollution, safety, and transportation options beyond driving, 10 years of construction for just a few years of congestion relief is NOT more.	
					Todart want to use an intensiate highway for my local trips. Leopict TuCOT, Austin City Council, and other representatives to stand up for ms.	
					1 Reports And Or, Present Grip Goderste, sind Griefe representatives to desire up for the	
					Name the register for or determent of any moderate first. The I hand the section of the product of a live count by product and I have not an ordinary to the product of the product of the product of a live count by product and I have not an ordinary to the product of the produ	See Opment 48
					crosswalks as they speed through them. The speed burries do not slow down these drivers. Second, it will reduce congestion on 135. Third, it will red nect travelers to the main roads (fiverside and Ottorf) and away from secondary neighborhood roads (e.g., Annie, Morroe), Traffic on these roads has steadily increased over the years and has become a safety concern. Due to the driver's motion adaptation to high speeds on 35, they often drive will over the speed limit making it	
2260	Mary Meagher	1/9/2023	Email	General support	dangerous for pedestrians and residents who are backing out of their drivewage on Woodward, Armie 51. Importantly, Woodsand stands into Interest and runs through the middle of Stacie gark, so both adults and children use a crosswall. on Woodward port to the other side of the park. Facilities where often all to see the crosswall and only interest pedestrians and supplied the park facilities where often all to see the crosswall and only interest pedestrians. In supplied the pedestrians and supplied the ped	
					Increased, especially for residents living sets (solid ling farms 25 mass the speed burns. Whichis traveling may love the speed limit makes a lot of noise when they catch air and land. This makes it difficult to skep at night, especially weekends, when armal AC, microcycle bear (eq. (107)), and other events in 215 are and 50x0f. Congress woods are supported by the 50x0f. Congress woods and 50x0f. Congress woods are supported by the 50x0f. Congress woods and 50x0f. Congress woods are supported by the 50x0f.	
					Travis Heights Sent from my iPhone	
2261	Mary Pouncy			Do not wider/no build	Mobility35 Program Manager Tommy Abrago, I am OPPOSED to the TExpanding is not a sustainable strategy for the congested roadways in Austin. Ten years of construction is absolutely unacceptable! Do not go forward with construction as planned.	See Comment #5
				Community Alternatives	lear Of the format Styrogous, undergroups genther lighters species of the SLSS are a treatment, a behavior plang in many times, a patient in twenderfor project, or after used relative project. The species of the spec	See Comment #4
					another hurdle that I face daily. I don't deserve this kind of stress or struggle none of us do. Driving already affects my mental wellbeing and physical health. Do not make this situation worset I'm counting on the city council and all involved officials to take a stand against the TuDOT plan for expansion.	
2262	Mary Rice	\$100,000	VOH	Do not widen/no build	White I agree, 19-35 needs improvements, I do not think the current plan will address Austin's needs. My concerns regarding IH-35 are safety and efficiency. I do not think the plan that is being proposed does anything to mitigate how dangerous this read currently is.	See Comment #S
					Twe sain rest to make in 53 sees or a projectic occurate for Autom resource, we need more accessored crossings and its accessored containing and its accessored containing and its accessored containing and its accessored in the second containing and its accessored in the second containing an easily west crossing it is useless to families, eitherly, and anyone who can't more accessored by the fortex accessored in the second containing an easily west crossing it is useless to families, eitherly, and anyone who can't more accessored by the fortex accessored by the fort	
					The largest and the second of the largest and	
					This is a oncein-agreeration project. I challing ThDOT to be innovative and forward-fishing. I applicad you for warring to remove the upper decks and to lower fames before ground level. But it's not enough. Make this project a benefit to Australian residents. Add improvements that will be beneficial for residents for years to come, such as purposefulniting mass public transportation.	
				Reroute to 130	Your presentation says that a high percentage of travel on this storacts of highway is local. If this is true then let's find ways to improve travel for local people. Find a way to route 18-wheelers and other thru drivers around the cly. This would occusive travel time for Austin residents.	See Comment #3
				East/West Connectivity	Connect east and west Asstin.	See Connecut # 20
				Public Transit / Multimodal Transportation	In order to improve safety, we need to first a way to remove cars and I believe that is by prioritizing public transportation. Buses and rail lines would remove cars from the road, which would decrease the likelihood and frequency of collisions. Prioritizing public transportation would also decrease the	See Comment #13
			H de la Company			
2263	Mary Stanton		MyCapEx Website - Comment Form	Do not widen/no build Air Quality/noise	Extinve that there are some major problems with the planned 35 explansion and redesign. I. More laines will only result in an eventual increase in traffic. This will increase air and noise pollution without solving traffic congestion in the end.	See Comment #5 See Comment #34
				Air Quality/noise Bike/ped safety		See Comment #30
				same pred sereny	2. Design sepects do nothing to promote more-whitcaler travel within the city and actually create discincentives. The ISS and Airport 6th discincent design is particularly bad for pediatrians and cyclobs to costs the feeting or even Airport. The amendation of Amend Resid at ISN to mean arrow a half-in feature or on the Airport. The amendation of Amend Resid at ISN to mean arrow a half-in feature or on the Airport.	
					3. The expansion of Arport that at 135 to move more traffic heading south on 135 attempts to solve a problem that may only exist for an hour twice each weekday. Daily traffic on the city street flows freely most of the day and right outside of the nath hours. It will make it difficult and unsafe for residents to ent and enter the Delecoid 2 neighborhood.	
				Water quality	There is no solution for treating the environmental impact of rain run off from the depressed laines.	See Comment # 125
				east/west connectivity	 Trave is no source for evering the environmental impact or rain for or from the dephased sares. Each-West crossing in Austin has been hindered and caused physical and cultural division since the highway was built. This should be corrected during a major reconfiguration of the freeway. 	944 CONTRAIN # 2.75 944 CONTRAIN # 2.75 945 CONTRAIN # 2.75 945 CONTRAIN # 2.75 945 CONTRAIN # 2.75
				Reroute to 130	6. The basic problem with 135 is that it cuts through a city that has grown too reguldy but still at the major conduit for south and north bound freight transportation via bruck through Teas. A new solution	See comment #3
					should divert these vehicles autiside of the central city.	
2264	Mary Urban			Do not widen/no build	Mobility35 Program Manager Tommy Abrago,	See Comment #5
					Catality Singuish Resigns Named Invest ordered and an expected PCOT years for 135. If you is selected of the 5 singuish and Assist and expected PCOT years for 135. If you is selected of the 5 singuish and Assist and Expected PCOT years for 135. If you is selected PCOT years for 135. If you is selected PCOT years for 135. If you is selected PCOT and agree would be required or design file was extend as executed and before the selected and before the selec	
					The one time to could up the whole bine, or expand to change the tane structure around southbound exit towards 15th street, where an upper deck laine changes into an exit only laine, creating a huge betterneck. That laine should add benies to become ONLY exit only the whole bine, or expand to create an exit only laine (may have to out into the frontage read).	
				Reroute to 130	Intrinsed we should make 230 the new 135 and route all non-local traffic through there (expanding if necessary) and make the current 135 a local highway, without any further construction.	See comment #3
2285	Mary Willis	2/3/2023	McConFr Water	Regional Connectivity	Intelland was should make 1300 the new 130 and route all non-local traffic through there (expanding if necessary) and make the current 150 a local highway, without any further construction. Transitioning to light rail San Antonio to Austin, as is common in many large unban communities, makes sense for the planet and we the inhabitants.	See content 4.1
2200	many Willia	4/4/2023	MyCapEx Website - Comment Form	reguner connectivity	The second secon	MAN (MAN (MAN (MAN (MAN (MAN (MAN (MAN (
2266	maryann luisi	2/23/2023	Email	Do not widen/no build	Mr hoo't hoot, I appea epipring (35.	See Corrent #5
					Toppose expanding 135.	
2267	mason valicek	1/19/2023	MyCapEx Website - Comment Form	Regional Connectivity	Please include a plan to review the Lone Star Risal proposal to link Austin and San Antonio with regular communior rail. Widering roads without improving transit is a weake of money, as it only induces more demand and results in the same shalfs can once pollution.	See comment #1
			Comment Form		demand and results in the same traffic and more pollution.	
1	l	1			1	1

ID .						
	Commenter Name	Date Received	Source		Comment	Responses
					Care Copy. Please find the attached betar search behalf of the QUICTS Board of Demokrate regioning the 3-35 Centred Express Present Edge. The Copy Present find the attached betar search behalf of the QUICTS Board of Demokrate Regioning the 3-35 Centred Express Present Express Present	See Comment #5
					The complete PIP is located in the public hearing summary, appendix P. Modified Build Alternative 3 does not do enough to offset the damage of the existing cornior to the City nor the damage that will be caused by the induced VMT faithc and super-changed spear that will occur as a result of the highway whichering.	
					The DES purposts this to be an 8 mile highway widening, but this hides the fact that it is part of an overall 66 mile highway widening project and that much of the data and analysis cannot be taken at face value since only a small segment of the	
					owarial project is being considered sis part of this study. If INDOT does move forward with Modified Alternative's we saik for the following revisions to make this a better project for TNDOT and a better project for Austin and Central Texas:	
					All surface features including bridges across and frontage reads should be designed as simple, regular only stressless and sevenues that conform to NACTO or Austin Transportation Crimeria Manual standards. Clear zones designed to protect high	
					parking. They should be multi-modal uses wherever feasible. Lanes should be £011' wide and there should not be each direction.	
					Main lares should be below grade throughout the entire urban core and designed for speeds of no more than 55 miles per hour. This will allow for shorter and less disruptive ramping and creates more opportunities for connections across the operation and the period of the connection	
					Pediatrian crossings across the corridor should be signate. Elevated and turneled pedestrian walkways are seldom used, involve cumbersome and circuitous routes and elevation change, and feel dangerous to many users due to isolation from	
2268	Mateo Barnstone	3/7/2023	Email	Do not widen/no build	Other users. Chastia a mentioning can behave it aid: Rint take and almost But Surrout for care should artificiate the nessibility of a wide variety of netertal uses which may include made or multistore buildings amorementating ring.	
2200	Matel Darmscore	3/1/2023	Email	DO NO. WIGHTY TO DUNG	remidential uses.	
					Increase the number of crossings across the corridor. Replace the subchean-egided DVIs at Reverside and Alport Bird with conventional intersections that do not prioritize through and auto traffic at the expense of pedestrians, cyclists, and other users of the bridges.	
2269	Matt Ballard	1/20/2023	MyCapEx Website - Comment Form	Do not widen/no build	I want a regular and dediculted rail service between San Antonio and Austin as part of any plans to improve the ISS corridor between these two cities. Don't widen the roads any more, please.	See Comment #5
					Dear Chairman Bust and Commissioners:	See Comment #8
					Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously cutdened readway is often called the Main Street of Texas, all Texans should call for bold and decisive	
2270	Matt Burns	3/7/2023	Email	General support	Once Channes thing and Commissioners. When you for recognition 15th Strength Autors in one of the most congenier readiny segments in the State of Years. As this servicesy contained readiny is allow collection. Making the collection Making the Commissioners of	
2271	Marx Carter			Do not widen (no heite)	Mobilit\u00e15 Program Manador Tomer Abrelo.	See Comment #5
	- Carrier	1		DO THE WILKEY TO DOING	Millo	
1	1				I'm a resident of South Austin in 78745 and I strongly oppose the expansion of 135. Expansions of highways is proven to not improve traffic in cities and severely crippled our communities efforts to invest other atternatives such as public transit	
1	1					
1	1					
1	1			Community Alternatives	I'm in full support of ReThield.35's vision plan and encourage you to reconsider Tx001's efforts to widen and expand this Preeway.	See Comment #4
2272	Matt Dow	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested madway segments in the State of Texas. As this seriously outstand readway is often collect the Main Street of Texas, all Texas should call for bold and decisive action to transform this critical streets of infestructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
					casted the Main Street of Teass, all Teams should call for bold and decisive action to transform this critical stretch of indical d indicates indicated indicates indicated indicates indicate indicates indicated indicates indicated indicates indicated indicates indicated indicates indicated indicates indicated indicates indicated indicates indicated indicates indicated indicates indicated indicates indicated indicates indicated indicates indicated indicates indicated indicates indicated indicates indicates indicated indicates indicated indicates indicated indicates indicates indicated indicates indicated indicates indicated indicates indicated indicates indicates indicated indicates in	
					cases or in what zower or seas, as informs should be into one and occurs action to interest miss or read where not interest miss or statement miss are statement or interest miss an examinary min with accommission min any part of the ACC depth and interest miss are statement or interest miss and examinary min with accommission min and interest miss are operationally mind and interest mission of the account miss	
2273	Matt Green	1/11/2023	Email	General support	Dear Chairmin Bugg and Commissioners: There's you for recognizing that 1-35 through Austin is one of the most congested needway selements in the State of Tesas. As this seriously outdited madeau is offen.	See Comment #8
			-		Date Channes begg and Commissioners. This styre for recognizing from \$1.55 though Justine is used of the most congested making superator in the Date of Texas, this secretary-produced makings up the distribution of the Date of Texas, this is secretary that contained the Market Date of the Coal Secretary that the Date of Dates and Secretary that the Date of Dates and Secretary that the Dates of Dates and Secretary that the Dates of Dates and Secretary that the Dates of Dates and Secretary that the Dates of Dates and Secretary that the Dates of Dates and Secretary that the Dates of Dates and Secretary that the Dates of Dates and Secretary that the Dates of Dates of Dates and Secretary that the Dates of Dates	
1	1				Accordingly, I aim writing today to express my complete support for the I-35 Capital Express Central design as proposed by TXOOT. Thank you for your consideration of this request. Malt and Enrigh Green	
	1					
2274	Matt Havener	3/7/2023	Email	Do not widen/no build		See Comment #5
2274	Matt Havener	3/1/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I drive ISS through Austin from Dallas to south Texas because it is often the fastest route. It shouldn't be. There is no reason to displace my fellow Texass and disrupt city life for this trip. Austin should be a destination. Leave the freeways to the	See Contribut #5
					countryside	
					Dear Chairman Bust and Commissioners: Thank you for recognizing that I-35 through Audin is one of the most consisted roadway segments in the State of Texas. As this seriously outdated roadway is often	See Comment #S
					Due Chairman Bugg and Commissioners: Think you for recognizing that LSS through Austin is one of the most congested madesy segments in the State of Fessa. As this seriously addition makesy is often collect by falls Desert of Fessa, at Times should not for both and accesses that in superior than collect any fall indirections who a makesy that in all accessments for the regular and remarks growth was are operatedized, accordingly, in arring buggle to approach proceeds people for Expenditure and processor page for page collections of the request. Assertions the residual access that the second page for the residual access that the second page for the residual access that the second page for the residual access to the page for the residual access that the residual access to t	
					Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request Matthew Hooks MATTHEW W. HOOKS PRINCIPAL of	
2275	Matt Hooks	2/7/2023	Email	General support	According to an infoll (design) to express an operand according control and to 20 cycles (design according to 2007). These payments by point your consideration of this request. Addition from the NUMEYER OF MODES AND THE PROPERTY OF THE PR	
2213	Matt Hooks	2/1/2023	Email	German appoint	strictly prohibited. Nothing contained in this reassage or in any shall satisfy the requirements for a writing, and nothing contained herein shall constitute a contract or bind a principal. If you have received this in error please notify us and destroy the reliable reasonably than your 1967. Assembly Districts.	
					https://www.twectensis.gov/sitesi/default/filesi/pdf-formsi/ABSN2O1-0.pdf	
2276	Matt Knim	3/6/2023	Fmail	Air Quality/Noise	METROLITICAL	See Comment #34
					or mount mount. The latest design displaces many community assets, pollutes our air and will create worse congestion. More funding needs to be placed by TuDOT in alternative modes to vehicles including bicycling, walking, and trainsit. The next generation will face a more polluted and congested Austin if this expansion goes through. It hope you will reconsider.	
2277	Matt Levin	2/7/2023	Email	General support	Date Chairman Bugg and Commiscioners: Thank you for recognizing that 155 through Audit is one of the most congested nadeway segments in the State of Teaca. As this seriously outstand readway is offer colled to Made Street of Teaca, all Teacs should not for the State of Teaca and Teach and the Street of Teaca, and Teacs should not for the State of Teach and Teach a	See Comment #8
					called the Main Street of Texas, all Texas should call for bold and decisive action to transform this critical street of inflastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. National Street of Texas, all Texas should call for bold and decisive action to transform this critical street of inflastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.	
					Policy of Control (1997) is a straining a compared an experience and policy from the Policy Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control	
2278	Matt Lites	1/12/2023	Email	Public Transit / Multimodal Transportation	We want trains. Please give us trains-	See Correspont #13
				Transportation		
2279	Matt Magby	2/14/2023	VOH	Do not widen/no build	No Higher No Wider - don't expand to 20 Janea A full cap from Lady Bird Lake to Airport Bird	Sea Commant #5
					2. A roll using from Lastly grant Laster and overgon cases 3. Don't president before capting Allyront Blivet to 2900 4. Route tracks to 541.300	
					4. Route trucks to 9H 13O	
2280	Matt Mathias		Į.			
		2/8/2023	Email	General support	Oxer Chairman Bugg and Commissioners: Then you for recognizing that 155 through Austin is one of the most congested readwars seatments in the State of Yeasa. As this services custained readwars is offer	Sau Comment #S
		2/8/2023	Email	General support	Out Claiman Bogg and Commissioners: Their you for recognizing that 1.55 through Audio's a real of the most congained modesy segments in the 20xed of Texas, As this serviciny actitated modesy in other contact that the Sec	San Continued #B
		2/8/2023	Email	General support	Due Chairman Bugg and Commissioners: Thank you for recognizing that 1.55 through Audin is one of the most congessed coulseys segments in the State of Texas. As this seriously activated coulsewy is often coulse for the Chairman State of the seriously activated in the Chairman State of the State of Texas. As this seriously activated on the segment of the Chairman State of the State of Texas. As this seriously activated on the segment of the counter of the State of Texas. As the seriously activated on the segment of the segment of the State of Texas. As the seriously activated on the segment of the State of Texas. As the seriously activated on the segment of the seriously activated on the s	See Comment 45
		2/8/2023	Email	General support	Due Chairman Bugg and Commissioners: These you for recognizing that 1.55 through Audion is one of the road congoind makeys agent in the Store of Trans. As this services published an early in the control of the Store of Trans. As this services published and level as the services published and every in the control of the services published and the service and interest growth was an expension of in our peak Store. Audio Native To have deep more control and make that the service and service all the services and the service and the service and the services and the	See Continues #8
		2/8/2023	Email	General support	Our Chairman Bugg and Commissioners. This is you're recepting that 13.5 through Audin is not of the nost congested enablesy segments in the State of Texas, As This services's published enablesy in the condition of the State of Contract C	The Comment 45
		2/8/2023	Email			
2281	Mart Singleton	2/8/2023	Email	Do not widen/no build	I'm writing to object in the strongoot terms possible to the current plan to expand 1-55 though Austin.	The Communi 45. See Communi 45.
2281	Meet Singleton	2/8/2023	Email			
2281	Mast Singleton	2/8/2023	Email VOH	Do not widern/no build Racial justice	On writing to adjust in the attraigent devices possible to the current plan to separed 3.55 through Audion. 1-35 is a hight or or only, a historical card that relevants and in any finishing of recold segregation and that continues to dishind the only history physically and psychologically today.	Sec Connect 65 Sec Connect 63
2281	Mart Singleton	2/8/2023	Email VOH	Do not wider/no build Recal justice Air Quality/Nose	The writing to object in the strongest terms possible to the current plan to expend 35 through Audio. Also a bright on an ordy, a habitrout sour that result and unphy belony of record suggestions and that continues to divide the city belon physically and psychringically holiop. The lightway from promiting that rows and publicate, and has no plans in a modern day order.	
2281	Mart Singleton	2/8/2023	Email VOH	Do not widern/no build Racial justice	The writing to object in the strongest terms possible to the current plan to expend 35 through Audio. Also a bright on an ordy, a habitrout sour that result and unphy belony of record suggestions and that continues to divide the city belon physically and psychringically holiop. The lightway from promiting that rows and publicate, and has no plans in a modern day order.	Sec Connect 65 Sec Connect 63
2281	Mart Singleton	2/8/2023	Email VOH	Do not wider/no build Recal justice Air Quality/Nose	On writing to adjust in the attraigent devices possible to the current plan to separed 3.55 through Audion. 1-35 is a hight or or only, a historical card that relevants and in any finishing of recold segregation and that continues to dishind the only history physically and psychologically today.	Sec Connect 65 Sec Connect 63
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				Caps/Deck Plazas	Any memoring intended to image Corean Memorin Security and pages are of they capped. Plans also child in Corean Memorina Security and the Memorina	See Comment #42
2285	Mett Weltrip		MyCapEx Website - Comment Form		We should have more caps (bury the freeway in longer aggreents so we truly create connections between east and west)	
			Comment Form		Early plans suggested TXXXVI would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?	
				Air Quality/Noise	We need greater measurements of air quality during this "envisormental" review	See Comment #34
				Water quality	Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)	See Comment # 225
ID	Commenter Name	Date Received	Source	Topic	Comment	Responses
						See Comment #13
				Public Transit /	We should have direct RIR ONLY on correspond off somes so that transit bots a national rate of some so that transit bots a national rate of some so that transit bots a national rate of some souther transit bots a national	
				Multimodal Transportation	We should have direct BUS ONLY on ramps and off ramps so that training gots a priority over one person one whicks; We should have bos only lanes (god forbid TROOT actually plan for rail here - that would be truly assistment - but we need PMEFERMED transit options.	
2286						
2286	Matt Whelan	2/7/2023	Email	General Support	Due Chairman Bugg and Commissioners: Thesis you for recognizing that 1.55 through Audits is one of the most congested madews yeigners in the State of Texas. As this seriously addited modews is often coaled by Made Dever of Texas, at Texas should call for both and excited excited a thirt in the State of Texas. As this seriously addited modews is often coaled by the State of Texas, as Texas should call for the State of Texas should call for the State of Texas should call for the State of Texas should call for the State of Texas should call for the State of Texas should be added and memory products and an advantage of the State of Texas should be added and memory products and an advantage of the State of Texas should be added and memory products and an advantage of the State of Texas should be added and memory products and the State of Texas should be added and memory products and the State of Texas should be added and memory products and the State of Texas should be added and memory products and the State of Texas should be added and memory products and the State of Texas should be added and memory products and the State of Texas should be added and memory products and the State of Texas should be added and memory products and the State of Texas should be added and memory products and the State of Texas should be added and memory products and the State of Texas should be added and memory products and the State of Texas should be added and memory products and the State of Texas should be added and memory products and the State of Texas should be added and memory products and the State of Texas should be added and memory products and the State of Texas should be added and memory products and the State of Texas should be added and memory products and the State of Texas should be added and the State of Texas should be added and the State of Texas should be added and the State of Texas should be added and the State of Texas should be added and the State of Texas should be added and the State of Texas should be added a	See Comment #8
					Accordingly, I are writing today to express my complete support for the I-35 Capital Express Central design as proposed by TXDOT. Thank you for your consideration of this request. Sent from Mail for Windows	
2287	Matt Widirstky	3/7/2023	Email	Do not widen/no build	Mobility55 Program Manager Tomery Abrego, why are you adding pavement? that's not what anyone wants.	See Comment #5
					and any local accounting guaranteesters of state as now an analysis and assessment and assessment as a state a	
2288	Morthew & Sawhercon			Do not widen/no build	Mobility's Program Manager Tenery Streets	See Comment #5
					Mobility35 Program Manager Tommy Abrego, 1am writing to state my objection as a resident of Austin, Ts for the expansion of IH 95.	
				Business/residential displacement	Significant number of important businesses along 135 will be wiped from our city just to make room for more highway lanes. These businesses are important for the culture of the city.	See Comment #21
				Public Transit / Multimodal	The expansion is a considerable waste of resources and tax payer funds which would be better spent on high efficient public transportation system which will remove more cars from the highreay system then the expansion could ever hope to achieve by the time of its completion. 10 year of construction will create fair more problems for the city than it would hope to relieve not to mention that congestion will just return once the expansion is finished as	See Comment #13
				Transportation	more cars will just fill in the new lanes given Austin's rate of growth. Please do not subject the residents of Austin to a significant impact to our daily lives. We want mass transit not more highway lanes.	
2289	Matthew Aguayo	3/6/2023	Email	Public Transit /	MobilityS5 Program Manager Tomey Asnego, Invest in batter public transportation instead	See Comment #13
				Multimodal Transportation	Invest in better public transportation instead	
2290	Matthew Ahrens	1/20/2023	MyCasEy Wahaho	Regional connectivity	Please consider reviving the Lorse-Star Riad proposal to Institution and Stan Antonio with register commuter rail. The current 1-35 expansion plans are just going to waste money and not reprove the flow of people through the conduct.	See Comment #1
2250		.,,	MyCapEx Website - Comment Form	- Allendary	people through the corridor.	
		1	1	Do not widen/no build	Mobility35 Program Manager Tommy Abrago, Hallo,	See Connect #S
		1	1		Though I do agree that a radical redesign of our city's infrastructure (including I-95) is necessary, I don't think that the current plan that has been presented is the right way to go forward. Highway expansions have time and time again have been demonstrated to increase congestion on the roads that have been expanded.	
2291	Matthew Davis				Think that a list of the issues facing this read currently are due to the high presence of touch, the problems with having a major resistant legivery curring directly through the downtown core of the city as opposed to a ring read) and due to the lock of their options for transport apert from core. 5-112 doubt to the indicatable and make it is an angual using the current designations available, and other travest options need to be invested in in the city. 1.5 I dead but to mapped to be incided with the requirement in original to the interest. The control is a second of the control is a second or the control	See Comment #3
				Reroute to 130	lack of other options for transport apart from care, SH-130 should be nationalized and made into a ringlead using the current designations available, and other transit options need to be invested in in the city. Yes, 135 needs to be improved to be made safer, but an expansion is not going to fix these issues. Thanks of	
				MINUS ID 230		
2292	Matthew Ferro		Other	Do not widen/no build	The contraction the tracet and adjustment and adjus	See Comment #5
22.02	Name Terro		Phy sica	DO NO. WIGHTON DOING	The real scirifors to congestion like transit and pedestrian mobility are clear after thoughts. You tout that Caphidro will use the managed laines but don't have a plan. Your 10° SUP laines are a joke, No protection from cars speeding 60 mph. Please listen to the community, we don't want this. We want a future with fewer cars, please help us see that through.	Jan Delitaria S.
			Co			
			ent	Climate Change	It's really disappointing to see the state accommodating more for cars when the world is at such a pivotal moment in the climate crisis. I do not support any project that openly tooks an increase in greenhouse gas emissions. 80% of I-SS traffic is local. Adding more lanes will not speed up those 80% enting and entering.	See Cerement #51
					Mathright Program Manager formaty draws of the control of the cont	See Comment #5
2293	Matthew Galvez	3/7/2023	Email	Do not widen/no build	disrupt segment with our Differ gaving showards in the city part related and counted a tree or Children segment showard by the city part related and counted a tree or Children segment showard by the city part related and counted a tree or Children segment showard part of the city part related and counted a tree or Children segment showard part of the city part related and counted a tree or Children segment showard part of the city part related and counted a tree or Children segment showard part of the city part related and counted a tree or Children segment showard part of the city part related and counted a tree or Children segment showard part of the city part related and counted a tree or Children segment showard part of the city part related and counter with sheet case make even the counter showard part of the city part related and counter with sheet case make even the counter showard part of the city part related and counter with sheet case make even the counter showard part of the city part related and counter with sheet case make even the counter showard part of the city part related and counter with sheet case make even the counter showard part of the city part related and counter with sheet case make even the counter sheet and counter with sheet case make even the counter sheet case of th	
					COLOR DESCRIPTION OF THE COLOR	
2294	Matthew Geske	1/9/2023	Email	General Support	Date Chairmen begg and Commissioners: Thenk you for recigitaling that 155 through Audit in one of the most composed readway segrents in the State of Team. As this seriously outsided condexes or share contained to the State of Team. As the seriously outsided condexes is of the contained to the State of Team. As the seriously outsided condexes is often to the seriously outsided condexes or share of the seriously outsided condexes or share of the seriously outsided to the seriously outsided condexes or share of the seriously outsided to the seriously outsided t	See Comment #8
					called the Main Street of Texas, all Texans should call for bold and decisive action to bransform this critical stretch of Infastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to experse my comprishe support for the SS capital Express celerated issays as expressed by TaDOT. Thesely you for your consideration of this	
					requised.	
2295	Matthew Geske	2/9/2023	Email	General Support	Please End attached the Austin Chamber's formal 135 CapEx Central support letter.	See Comment #S
2296	Matthew Gorzalez	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	I support a nail system connecting San Antonio, New Braunfels, San Marcos, Austin, and nearby areas.	See comment # 1
2297	Matthew Grilli	1/27/2023	Email	General Support	Date Chairman Bugg and Commissioners: Their you for recognizing that 155 through Austin is one of the most congested nodewy segments in the State of Teas. As this seriously outsided nodewy is offer coaled the Main Street of Teas, as this seriously outsided nodewy as of the coaled the State of Teas, as the seriously outsided nodewy is offer coaled the State of Teas, as the seriously outsided nodewy in the seriously outsided nodewy and the seriously outsided nodewy in the seriously outsided n	See Comment #8
		1	1		Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. Thanks you far your consideration of this request. But, Mort	
2298	Matthew Jones		MyCapEx Website -	Do not widen/no build	Phases consider using State funds for the Austin I-35 Project.	Sec Comment #5
			Comment Form	Water quality	Contairment and diversion of rain water away from the lake would be beneficial.	Suo Commant #125
				Reroute to 130		See Comment #3
					Limiting commercial truck traffic to focal delivery is desirable. There's you	
2299	Matthew King	3/1/2023	Email	Latent/Induced Demand	Mobility55 Program Manager Tommy Alreigo, It is not difficult for the corresponditions to book at these expansions of the road and see that they do not improve traffic conditions much or at all. It is often that the constituent hopes that an expansion or extra lane will fix traffic but they know	See Comment #2B
		1	1		deep down that it will not change anything.	
					This is largely because of the engineering of lines which while I know intile directly about I do know point to these expansions as not doing much to speed up traffic at all a different solution is necessary.	
2300	Matthew L Mitchell	2/21/2023	MyCapEx Website - Comment Form	Do not widen/no build	Expose expension. My grm Trains County Strength on airport bird would no longer exist with either expansion plan. They have cultivated a great community there ain I would greatly miss it. I appreciate Council considering a residution on 135 and ask you to strengthen the resolution by including language that recognizes community concerns and opposition to expension	See Comment #5
2301	Matthew Larson			Do not widen/no build	MobilitySS Program Manager Tommy Abrego. Good morning Mr. Abrego. I am writing to express any deep opposition for TuCoT's explansion plans of 1-35.	See Comment #5
					Judici or correcting for , Annega, I am writing to express my deep opposition for TADOT's explansion plans of I-35.	
1		1				
		1	1	Bulytin Tennair	I do not believe that this rider will receive the needed increase in cedional receivability to instifut its rider was need to reservation what serve half and expend transportation reduces	See Comment #35
				Multimodal Teaconstant	I do not believe that this plan will provide the needed increase in regional productivity to justify it's costs. Rather, we need to maintain what we've built and expand transportation options beyond simply highway referring. Please consider my thoughts in your decision to move forward. Thank you,	
2302	Matthew LeMay	2/9/2023	Phy sica	Do not widen/no build	It is absolutely unacceptable to expand the highway and increase congestion, traffic flow, and pollution for no benefit to citizens of the city. There are only detriments to this terrible idea. Stop	Sao Correnant #5
			Co			
2303	Matthew LeMay	1/24/2023	MyCapEx Website - Comment Form	Do not widen/no build	Fam completely opposed to the expension of 135. Data has showed again and again that expanding made increases congestion and commute times, rather than decreasing them. And the environmental impact and destruction of local business are unacceptable, 135 is big enough already. Do not expand it.	See Comment #5
		1	and the same			
2304	Matthew LeMay			Latent/Induced Demand	Mobility35 Program Manager Tomery Alzego, My name is Matthew Lability and I am an Justin resident and PhD student at UT Austin. Expanding highways doesn't reduce congestion; data shows that after a few years max, it just leads to more cars on the	See Comment #18:
					My rame is Matthree LeMby and I am an Assist mediated and PhD student at UT Austin. Expanding highways dosen't reduce congestion; data shows that after a few years max, it just levels to more cars on the read and wonce congestion, and it also pottors and destroyed businesses and increases taffic feathlises.	
				A 41 - X		See Community S
				Public Transit / Multimodal Transportation	If this plan were to build a rail system instead, this would improve driving as well as public transportation in Austin, since the only real way to get cars off the road is to give people another viable option.	ONE CONTRACT # 2.3
				Do not widen/no build	The proposed expansion of 135 is an enomecus weate of money that will take 10 years of construction and won't solve any problems, while creating many more, and there are much better plans for fixing Austin's transportation problems. TAOOT should go back to the drawing board and come up with a transportation plan that will actually fix Austin's transportation infrastructure, not make it worse.	See Comment #5

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2308 3/8/2023 Email Public Transit / Multimodal Mr TxDOT TxDOT, See Comment #13	
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2327	Mauricio Gonzalez Kane	1/12/2023	Email	General Support	Date Chairman Bogg and Commissioners. Think you for recognising that 155 through Austin is one of the most congested mackup segments in the State of Tissue. As this seriously outsided mackup is offer code of the State Offer State of Tissue. As this seriously outsided mackup is offer some of the State of Tissue. As this seriously outsided mackup is offer some of the State of Tissue. As this seriously outsided mackup is offer some of the State of Tissue. As this seriously outsided mackup is offer some of the State of Tissue. As this seriously outsided mackup is offer some of the State of Tissue. As this seriously outsided mackup is offer some of the State of Tissue. As this seriously outsided mackup is offer some of the State of Tissue. As this seriously outsided mackup is offer some of the State of Tissue. As this seriously outsided mackup is offer some of the State of Tissue. As this seriously outsided mackup is offer some of the State of Tissue. As this seriously outsided mackup is offer some of the State of Tissue. As this seriously outsided mackup is offer some of the State of Tissue. As this seriously outsided mackup is offer some of the State of Tissue. As this seriously outsided mackup is offer some of the State of Tissue. As this seriously outsided mackup is offer some of the State of Tissue. As this seriously outsided mackup is offer some of the State of Tissue. As this seriously outsided mackup is offer some of the State of Tissue. As this seriously outsided mackup is offer some of the State of Tissue. **The State of Tissue is offer some of the State of Tissue is offer some of the State of Tissue is offer some of Tissue is of Tissue is offer some of Tissue is offer some of Tissue is offer some of Tissue is offer some of Tissue is offer some of Tissue is offer some of Tissue is offer some of Tissue is offer some of Tissue is offer some of Tissue is offer some of Tissue is offer some of Tissue is offer some of Tissue is offer some of Tissue is offer some of Tissue is offer some of Tissue is offer some o	See Commant #8
						See Comment #5
2318	Max Ellott		MyCapEx Website - Comment Form	Do not widen/no build	I am writing to strongly urge you not to widen 1-35. My one strands Excusts and Arms and this tengetanding, local bosiness would be forced to relocate and likely close along with many other businesses who would be displaced with this project.	Sec Corrent 95
				Business/ residential displacement	ney son antendo Excusera de Arma arro una songiamenting, rocal ocurrense sequed del rocado to response arror seeig ocea along with many other colamineaes who would be displaced with timp project. 1-55 has a history of dividing our community - It is a state on our belowed oily.	SB COTTON # 2.1
			-	Bury/turnel		See Cerement #25
				bury, contre	We now have the opportunity to explore creative visions and isless to manage increased traffic and bring communities and neighborhoods together. I would encourage you to explore burying/deepening i.35 rather than videning it and integrate green space, taking into account human and environmental needs. Think you for your consideration?	Jac Contrain Ed.
2319	Max Gardner	101,000	McConFy Website .	Do not widen/no build	I'm truly baiffled why yall think it's a good idea to expand 35.	Sau Comment #5
			MyCapEx Website - Comment Form	Latent/Induced Demand	Have we learned nothing from other cities that have already done this and seen no improvements? Just book to Houston, two hours ever, a city larger up in. Did they benefit from expanding to a disausting	Sec Comment #18
					These is alone alone of the period of the pe	
					nightmare, but that's on yielt to SOLYE, not make worse.	
			-	Community Alternatives	I support initiatives like Rethrick 35 - bring walkability back to that area and find were to divert pass through traffic. If we're some to temporarily exceen traffic with construction. In rather have something	See Comment #4
					Europort initiatives like lifetim x 55 - bring walkability back to that were until find ways to divert passe through balfit. If we're going to bergovarily worsen balfit with contribution, if or side have scenarios and an activation of the properties of the propert	
					Makinds Bureau Manner Teams thous	See Comment #5
					This. The account resident of The Carriery in the 7155 or good, it records to a such several raws and perform detecting early records on the contract of the performance of the contract of the performance of the contract of the performance of the contract of the performance of the contract of the performance of the	
					also am absolutely certain that expanding it is the wrong move. First of air, most Austin residents want to avoid 35 as it is, taking alternative routes through the city streets. Most of the pacede I know take 35 only if they absolutely have to, and even then we'll generally try to stay on local streets as long as we can. What makes you think expanding it will improve our quality of life? Because I can tell you'll worst - you'll just be adding even more congestion and stress around the areas that	
				Do not widen/no build	border 55, and it is also make the property of the companies of the compan	
2320	Mex Gardner				became even more aggressive as drivers because they now had to contend with six taines of traffic, and the problem of traffic congestion remained unsolved. All of that money, time, and pain on residents desiring with the traffic from construction was absolutely, entirely wested. Why are we so eager to do something here when we have strong evidence it doesn't work? Why are you so eager to put all of us Austin residents through that pain knowing it sint going to residive any traffic	
2320	Max Gardner					
				Community alternatives	I august the Method 25 proposal of directing can local traffic to administration highway (lether \$13 or \$10) because that makes the root series. You aren't soring anyone treat by requiring \$50 because the companion worth get better. Full stage, trades, and it is provided and to approximate the companion worth get better. Full stage, trades, and the provided and the provided and the companion worth get better. Full stage, trades, and the provided and the provide	See Comment #4
					35 to contraw north or scoth to Dallate or Saw Antonic because they! the trapped in the same bottleneck they've always been. Since those people to highways that are needy but don't cut directly those people to highways that are needy but don't cut directly through the healt of Justice. Healthing what the startened of 5 from 71 to 183 could be altogether - improve public transport for people who live in North and South Austin. Care	
					about the quality of life for Austin residents and stop prioritizing people passing through. Thanks,	
				Do not wider/no build	Monito,55 Program Manager Tommy Abrego. Hellof My remn is Max and I am a sophormor at St. Edwards University. I am writing on behalf of the school to say we do not went 1.55 expanded.	See Comment #5
					Heliof My name is Max and I am a septomore at St. Edwards University. I am writing on behalf of the school to say we do not want I-SS expanded.	
				Air Quality/Climate Change	The proposal that TxDOT has would increase carbon emissions, lightere induced Demand, and leave the city with another multi-year construction project that would increase traffic even more.	See Correnant #18
ID	Commenter Name	Date Received	Source	Topic	Connect	Responses
2321	Max Heimlich- McQuartera			Latent/Induced Demand	The proposal that TxOOT has would increase carbon emissions, ignore induced Demand, and leave the city with another multi-year construction project that would increase traffic even more.	See Comment #18
				Community Alternatives	I support ReThirk:35's proposal to stop the expansion and fund a walkable boolevard in place of the highway.	Sec Comment #4
				Racial justice	This would introduce safer bike lanes, bus lanes, and sidewalks connecting both sides of Austin in place of a historical barrier used for rediring in our city.	See Corrent #3
				Public Transit / Multimodal	This would introduce safer bike lanes, bus lanes, and sidewalks connecting both sides of Austin in place of a historical barrier used for red ining in our city. I hope the council members of Austin will support us when we say we DO NOT want an expansion.	See Connent #15
				Transportation		
2322	Max Hman	3/6/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, People need public transportation infristructure throughout the state. We don't need more highways that depress us in traffic and cause so many accidents. You are doing beholden to capitalist interests and ignoring the well being of people	See Comment #5
					weryshere	See Comment #5
					Dear 1-35 Capital Express Central, Part Environmental Impact Statement Ric 1-35 Capital Express Central, Druft Environmental Impact Statement	See Comment #5
					Data 'Underston' reconstraint relates' customer's the state of the contraint of the contrai	
					this but the process to decide not to makingfully consider these visible alternatives the process to decide not to makingfully consider these visible alternatives the process to decide not to makingfully consider these visible alternatives the consideration of the process to decide not to makingfully consider these visible alternatives the consideration of the process to decide not to makingfully consider these visible alternatives the consideration of the process to decide not to makingfully consideration and the process to decide not to makingfully consideration and the process to decide not to makingfully consideration and the process to decide not to makingfully consideration and the process to decide not to makingfully consideration and the process to decide not to makingfully consideration and the process to decide not to makingfully consideration and the process to decide not to makingfully consideration and the process to decide not to makingfully consideration and the process to decide not to makingfully consideration and the process to decide not to makingfully consideration and the process to decide not to makingfully consideration and the process to decide not to makingfully consideration and the process to decide not to makingfully consideration and the process to decide not to makingfully consideration and the process to decide not to dec	
					the most dangerous alternative. It towards the National Environmental Protection Act recurried TxDOT to maninipsfully consider meaningful atternatives, but that accessis not to have been done in this draft EIS. There is clear community support for both the ReTirinSS and	
				Do not widen/no build	Reconnect Austin proposals, including various levels of elected officials asking TxOOT to seriously consister meaningful attensions. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThinks SS and Reconnect Austin in the ES and TxOOT call follow to provide any reasonable anguagement for why fire various of the augmentation of the extension of the exte	
				DO HOL WORLY HO DOING	has 35 Copie Express Contract. On this consecution Security Security Contraction Contracti	
		1				
2323		,			Dear I-35 Capital Express Central, Rix: I-35 Capital Express Central, Draft Environmental Impact Statement	See Comment #18
						Sak Contract # 10
		1			Trains you for ene opportunity to command to most proposed a "Joint Circulator Ball and a "Command and a "Comma	See Comment # 20
					Name, you or on adjourning to comment on the probable is South conformation in regular seasons and the Self-Dischard seasons and the Self-Dischard seasons are designed in the Self-Dischard seasons and the following before framework changes are set under Self-Dischard seasons and the following before framework changes are set under Self-Dischard seasons and the following before framework changes are set under Self-Dischard seasons and the following before framework changes are set under Self-Dischard seasons and the following before framework changes are set under Self-Dischard seasons and the Self-Dischard seasons are set under Self-Dischard seasons and the Self-Dischard seasons are set under Self-Dischard seasons and the Self-Dischard seasons are set under Self-Dischard seasons and the Self-Dischard seasons are the Self-Dischard seasons and the Self-Dischard seasons are the Self-Dischard seasons and the Self-Dischard seasons are set under Self-Dischard seasons and the Self-Dischard seasons are set under Self-Dischard seasons and the Self-Dischard seasons are set under Self-Dischard seasons and the Self-Dischard seasons are set under Self-Dischard seasons and the Self-Dischard seasons are set under Self-Dischard seasons and the Self-Dischard seasons are set under Self-Dischard seasons and the Self-Dischard seasons are set under Self-Dischard seasons and the Self-Dischard seasons are set under Self-Dischard seasons and the Self-Dischard seasons are seasons as the Self-Dischard seasons are set under Self-Dischard seasons and the Self-Dischard seasons are seasons as the Self-Dischard seasons are seasons as the Self-Dischard seasons are seasons are seasons as the Self-Dischard seasons are seasons are seasons are seasons as the Self-Dischard seasons are seasons are seasons are seasons as the Self-Dischard seasons are seasons are seasons are seasons as the Self-Dischard seasons are seasons as the Self-Dischard seasons are seasons are seasons are seasons are seasons as the Self-Dischard seasons are seasons are seasons	Sea Commence de de
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				Air quality/climinto chango	interiorisms. The state of the	
2324	Max Lubell	3/7/2023	Ernal		That you for all that T007 is doing to improve the health of all the puspels of the Audio regions and reduce the heavy regions health inspects of dur transportation option. Middings19 Regions Manager Tommy Adress.	Das Connect 25
2324	Max Lubell	3/7/2023	Ernal	Air quality/climinto chango	Maddings Program Manager Tommy Joneph. This and Author resident drive growth or page to the page to the Author region and reduces the heavy region health inspects of our transportation system. Maddings Program Manager Tommy Joneph. The and Author resident drive growth the plant to expect 55. The research is obvious. Expending lawse is not going to whole to triffic. TLOOT should look to exhaul enabling in public travest and togotops for troviers. 29 pages.	
2324	Maxisbell	3/7/2023	Ernai	Air quality/climinto chango	That you for all that T007 is doing to improve the health of all the puspels of the Audio regions and reduce the heavy regions health inspects of dur transportation option. Middings19 Regions Manager Tommy Adress.	
				Air qualifyrdimele change Do nef widen the build	The state of the Control of the Cont	Das Connect 45
2324	Max Lubell Max McConaid	3/7/2023	Email Email	Air quality/climinto chango	The state of the Control of the Cont	
				Air qualifyrdimele change Do nef widen the build	Maddings Program Manager Tommy Joneph. This and Author resident drive growth or page to the page to the Author region and reduces the heavy region health inspects of our transportation system. Maddings Program Manager Tommy Joneph. The and Author resident drive growth the plant to expect 55. The research is obvious. Expending lawse is not going to whole to triffic. TLOOT should look to exhaul enabling in public travest and togotops for troviers. 29 pages.	Das Connect 45
				Air qualifyrdimele change Do nef widen the build	The state of the Control of the Cont	Das Connect 45
2325	Max McDonald			Ar quality/dimens change Do not widen/no build General Sepport	The state of the Control of the Cont	See Connect 45
2325	Max McDonald			Ar quality/dimens change Do not widen/no build General Sepport	The state of the control of the cont	See Connect 45
2325	Max McDonald			Air quality/dimensi change Dir nut waken/mis huldi General Support Dir nut waken/mis huldi	The state of the Control of the Cont	Size Connect #5 Size Connect #5 Size Connect #5
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2325	Max McDonald			Air quality/dimensi change Dir nut walter/mis huldi General Support Dir nut walter/mis huldi	Tables you for all that 100Ts a daing to improve the health of all the pupple of the Auton region and values the heary regions health inspects of our transposition option. **Control of the Control of	Size Connect #5 Size Connect #5 Size Connect #5
2325	Max McDonald Max Publisheder	1/24/2023	Ernai	Air quality/dimensi change Dir net waken/ten build Gendent Support Dir net waken/ten build Percode to 1300	Tables you for all that 1007 is doing to improve the health of all the pupped of the Auton region and veloce the heary regions health inspects of our transposition opens. **Control of the Control of t	See Connect 45 See Connect 48 See Connect 48 See Connect 43
2325	Max McDonald Max Publisheder	1/24/2023	Ernai	Air quality/dimensi change Dir net waken/ten build Gendent Support Dir net waken/ten build Percode to 1300	Making 57 Program Manager Training Allering Making 57 Program Manager Training Allering Making 57 Program Manager Training Allering Making 57 Program Manager Training Allering Making 57 Program Manager Training Allering Making 57 Program Manager Training Allering Making 57 Program Manager Training Allering Making 57 Program Manager Training Allering Making 57 Program Manager Training Allering Making 57 Program Manager Training Allering Making 57 Program Manager Training Allering Making 57 Program Manager Training Allering Making 57 Program Manager Training Allering Making 57 Program Manager Training Allering Making 57 Program Manager Training Allering Making 57 Program Manager Training Making 57 Program Manager Manager Training Manager Training Manager Training Manager Training Manager Training Manager Training Manager Training Manager Training Manager Training Manager Training Manager Training Manager Training Manager Trai	See Connect 45 See Connect 48 See Connect 45 See Connect 43
2325	Max McDonald Max Publisheder	1/24/2023	Ernai	Air quality/dimensi change Dir net waken/ten build Gendent Support Dir net waken/ten build Percode to 1300	Madd 25 Program Manager Training Address to September 15 to 1 to 1 to 1 to 1 to 1 to 1 to 1 t	See Connect 45 See Connect 48 See Connect 45 See Connect 43
2325	Max McDonald Max Publisheder	1/24/2023	Ernai	Air quality/dimensi change Dir net waken/ten build Gendent Support Dir net waken/ten build Percode to 1300	Tables you for all that 1007 is doing to improve the health of all the pupped of the Auton region and veloce the heary regions health inspects of our transposition opens. **Control of the Control of t	Das Connect 45 Sas Connect 45 Sas Connect 45 Sas Connect 45 Sas Connect 45
2325	Max McConald Max Mohadar Max Mohadar May Malacan Taylor	1/24/2023 2/28/2023	Ensail Ensail	Ar quality/dimensi change Day not widen/no build General Support Day not widen/no build Revaule to 130 Day not widen/no build	Madd 25 Program Manager Training Address to September 15 to 1 to 1 to 1 to 1 to 1 to 1 to 1 t	Das Connect 45 Sas Connect 45 Sas Connect 45 Sas Connect 45 Sas Connect 45

				Do not widen/no build	T	See Comment #5
2329	Mayra Cerda-Gomez			Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I arm a resident of Travis County and my address is 4207 Bis/ffridge Dr., Austin Tx 78750. I oppose TXDOT's plans for I-35 and I oppose expansion.	See Comment #5
				Air Quality/Noise	It's not worth the price; it'll cause pollution, which will harm the environment beyond repair.	Saic Corresent #34
				Public Transit / Multimodal	Fam for a public transit-first project, which allows for a gradual building of our ecological system and will eventually be more effective and less expensive. Lespect ThDOT, Austin City Council and other representatives to stained up for ma.	See Comment #13
				Multimodal Transportation		
2330	McKenna Ethington			Do not widen/no build	I oppose the expension of +35.	See Comment #5
				Public Transit /	Mobility35 Program Muragor Tommy Abrego,	See Contrast #13;
				Public Transit / Multimodal Transportation	Making Shington Making Primor (2015). As a relative facility of the Shington Making Primor (2015). As a relative from the Shington Making Primor (2015). As a relative from the Shington Associated part of the Shington Making Primor (2015). As a relative from the Shington Associated (2015). As a relative from the Shington Making Primor (2015). As a relative from the Shing	
			1	Latent/Induced Demand	Conversely, expanding I-55 would only encourage more pass-through traffic and allow Austin to become a more frustrating place through which to travel.	See Comment #18;
				Do not widen/no build	Mr hoot hoot.	See Comment #5
					Mr ToCOTT.DOT, Lam a native Asstinite and Lstrongly oppose expanding LSS.	
						See Comment #18
					Over the non-consording special form in the image special form in the image special position of	See Comment #18
				Air Quality/Climate Change	proximy to the highway, it's coaled with both an industrial clear coat and a coat of was to protect the metal from the VOCs entitled by care. Even though this scripture is cleared monthly, both coatings are failing prematurely in comparison to the coating prematurely in comparison to the coating prematurely in comparison to the coating prematurely in comparison. The coating prematurely in coating prematurely in coating prematurely in coating prematurely in coating prematurely in coating prematurely in comparison. The coating prematurely in comparison of the coating prematurely in coating prematurely in comparison. The coating prematurely in comparison of the coating prematurely in	
2331	Meaghan Perry				care about the art, I care about people and widdle more. How could you ever consider ramping up the number of cars so close to Ladybrid Lake and its busy trails, to Austin's lively downtown, to the University?	
				Public Transit / Multimodal	As the capitol city, we should be leading our state by example, and promoting wisking, ability, and use of public transit over single-driver cars. I strength occose this and believe that our city should pursue alternate solutions, including improved outlibit basel, and take access, and creates more programs that actively encourage use of alternate forms of transportation. I don't wan't the	See Comment #13;
				Multimodal Transportation	Intrody repose this and believe that our city should pursue alternate solutions, including improved public transit, and bake scosss, and creating more programs that actively encourage use of alternate forms of transportation. I don't wan't the City I lowe to become just existive series of tightways. Thank's you,	
2332	Meg Mcclain			Do not widen/no build	Mobility.35 Program Manager Tommy Abrego, I oppose the i 35 expansion.	Sae Correnant #5
				Business/residential displacement	The in a mightorhood where this would wipe me and so many Audin residents out. The Chy is already changing and moving the load of Audin not. We do not need that, With buildings and reads and high rease and more material things. Need his load of Audin in Audin. This has disturbing to their of all of the construction and not hen this would design buy in a wine wipe out is many residents from their abodies. Please, third of the future of chicken, furnishes, the highest of the construction and the construction and the construction and the construction and the construction and the construction and the construction and the construction and the construction and the future of the construction and the future of the	See Comment #21
					children, families, the heart of this city, the culture, don't give into capitalism just for "expansion and growth". Allow a good thing to stay a godien thing so we can keep the richness of this city alive.	
2333				Do not widen/no build	AL YOM YOM	See Comment #5
2333	Megan Alrutz	400,000		Do not widen/no build	Mr TuDOT TuDOT, To whom it may concern:	Seat Lottrant #5
					In the Vision Temp (and Vision Vision). The Windows International Control of Vision V	
				East/West Connectivity	East-west crossings should be at least every 1/4 mile.	See Correlat #20
				Lower Speed Limits	All non-high speed roadways in Austin should be designed for 25rrph and be safe for all road users.	See Commant #305
				Air Quality/Noise	Expension will aimost certainty worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and creates. One need only look at California's infamous 405.	See Comment #34
				Bike/ped safety	My family and I strongly believe that the lack of consideration for the expansion of safe, pleaseart, and walkable and bikeable streets is a serious mistake.	See Comment #30
				Community Alternatives	If expansion is to be implemented, we simply want to see the inclusion of community alternatives such as Reconnect Austin and Retleti-45, to be fully studied.	See Comment #4
				Community Alternatives	Heparision is to be implemented, we simply want to see the inclusion of community alternatives such as Reconnect Austin and RethiesCSs, to be fully studied. Thank you for your consideration of these comments.	See Comment #4
					Thank you for your consideration of these comments.	
		Date Described	A	Verla	Comment	
ID.	Commentar rains	Data nacerves	Source	Тарис		Regional
2334	Megan Byham			Do not widen/no build	MobilitySS Program Manager Tommy Abrego, 16 there,	See Comment #5
					I am writing to oppose TuDOT's proposal for the expansion of ISS in Austin. I am a resident less than 2 miles from the highway on E 12th St.	
					Tam writing to oppose TxXXVI's proposal for the expansion of 155 in Auslin. I am a readert less than 2 miles from the highway on £ 12th 52.	
				Latent/Induced Demand	Jam writing to oppose TaCOT's proposed for the expension of US in Austin. Lam a resolute lass than 2 miles from the tighney on E 12m St. Tauffic, as proteined on US in Austin. but it has been provined that highest propersioned on all diseases traffic to behalf, the further of care in crosses with the marrier of lartine, and traffic days the same or	The Contract #18.
				Laters/Induced Demand	Tam writing to oppose TxXXVI's proposal for the expansion of 155 in Auslin. I am a readert less than 2 miles from the highway on £ 12th 52.	See Comment 9 (3).
				Laters/Induced Demand East/west connectivity	Lise writing to oppose 1607's proposed for the expension of 05 in Audin. Line a resident base than 2 miss from the lightney on £ 12th 05. Tradition as problem on 55 in Audin. but 1 has been prosen that highesy expensions do not docrease tradition between 15th or number of same, and tradition study the same or extending the same of the same	See Comment #120. See Comment #20
					Lise writing to oppose 1607's proposed for the expension of 05 in Audin. Line a resident base than 2 miss from the lightney on £ 12th 05. Tradition as problem on 55 in Audin. but 1 has been prosen that highesy expensions do not docrease tradition between 15th or number of same, and tradition study the same or extending the same of the same	
				East/west connectivity	Lies writing to oppose 160°Cs proposed for the expension of 05°s Audin. Am a receiver less than 2 miss from the tight say one 120°s 5. Traditis is a professor on 05°s Audin. And it has been prown that highway reparations do not discrease traffic. Included, the number of cars increase with the number of lanes, and traditis days the same or extension. Additionally, it legals highway will further disclere our fact Audin community from downtown Audin. The Audin Links across the 05°s foreign result in the designated quit on 15°s drives are no lights for this bities on the path and it always fields designates, i cannot image have difficult it will be additionally.	The Comment #50
				East/west connectivity Bise/ped safety	Lies writing to oppose 160°Cs proposed for the expension of 05°s Audin. Am a receiver less than 2 miss from the tight say one 120°s 5. Traditis is a professor on 05°s Audin. And it has been prown that highway reparations do not discrease traffic. Included, the number of cars increase with the number of lanes, and traditis days the same or extension. Additionally, it legals highway will further disclere our fact Audin community from downtown Audin. The Audin Links across the 05°s foreign result in the designated quit on 15°s drives are no lights for this bities on the path and it always fields designates, i cannot image have difficult it will be additionally.	The Comment #50
				East/west connectivity	Lise writing to oppose 1607's proposed for the expension of 05 in Audin. Line a resident base than 2 miss from the lightney on £ 12th 05. Tradition as problem on 55 in Audin. but 1 has been prosen that highesy expensions do not docrease tradition between 15th or number of same, and tradition study the same or extending the same of the same	See Connect \$20 See Connect \$10
				East/west connectivity Bise/ped safety	Les marting languages and SS in Audit, but of his tree present of SS in Audit, and a resident has been 2 mins from the tight easy part (200 SL. **Claffic is a priction on SS in Audit, but of his tree present that highest experience do not discrease traffic. Intellect, the number of cars increase with the number of been, and traffic days the same or reservant. **Auditorially, a larger highway will further disclet our Each Audit community from disorderon Audits. **Language of the same of the same of the same present that the discrease in the same of the same or legisles for the bilens on the path and it always held dangerous. I cannot image have difficult of will be add part on the same of the same or legisles for the bilens on the path and it always held dangerous. I cannot image have difficult of will be add part on the same or legisles for the bilens on the path and it always held dangerous. I cannot image have difficult of will be add part on the same of the	See Connect \$10
2335	Megan Dias	3/7/2023	Ernal	East/west connectivity Bise/ped safety	Les writing to oppose 5,00° proposed for the expension of CS in Autin. Les sevated has their 2 miles from the tight-say out 1,20° S. Table is a propheron of St in Autin. but I has been present that highesy apparatures do not docrease traffic. I stream, the number of cars increases with the number of series, and traffic stops the same or extended. Additionally, a larger highway will further disclore and food ductor commonly from discretioners hadnow. This disside difficult to table across the SS frontings results at the designated upon or till in start. There are to lights for this blaves on the public and or discretioners, in common image have difficult to will use after an experience. As dissided difficult to table across the SS frontings results at the designated upon or till in start. There are to lights for this blaves on the public and of simple, feels disagrants, incomed results to table and the service of the public services. As a million I, taked across that the public to see our to immore go blaves of the latest of the services of the services of the services of the services of the services of the services of the services. Associated, services are the public to see our to immore go blaves to little and at in the best interest of me and my fellow foods residences.	See Connect \$10
2335	Magan Dias	3/7/2023	Eroid	East/west connectivity Bital/yest safety Public Transit/ Matrimodal Transportation	Lies writing to oppose 160°Cs proposed for the expension of 05°s Audin. Am a recedent less than 2 miss from the tight exp one 120°s 5. Traditis is a professor on 05°s Audin. And it has been prown that highway reparations do not discrease traffic. Included, the number of cars increase with the number of lanes, and traditis days the same or extension. Additionally, it legals highway will further discles our fact Audin community from downtown Audin. The Audin Links across the 05°s foreign result in the designated quit on 15°s divine, are to lights for this biles on the path and it always fields designates, i cannot image have difficult it will be address on the path and it always fields designates, i cannot image have difficult it will be address or expension.	Ton Comment \$100 Ton Comment \$100 Ton Comment \$130
2335	Megan Dise	3/7/2023	Ernail	East/weet correctivity Bitaryout safety Public Transit Mallimodal Transportation Do not widen/no build	List an string large groups and COS's programed for the respection of COS in Autority, but it has been present that highlessy separations do not decrease traffic, the beauty file survives of seasy, and traffic days the same or research. Additionally, a large in rightness will fail with disclose from Each Audition from Section Audition. Additionally, a large in rightness will fail or disclose our Each Audition for Section Audition. Additionally, a large in rightness will fail or disclose from Each Audition for Section Audition. Additionally, a large in rightness will be success the SES from the Audition for the Audition Each Audition Each Audition and the Audition Each Each Each Audition Each Each Each Audition Each Each Each Each Each Each Each Each	Ton Comment \$100 Ton Comment \$100 Ton Comment \$130
2335	Megan Dias	3/7/2023		East/weet correctivity Bitaryout safety Public Transit Mallimodal Transportation Do not widen/no build	List an string large groups and COS's programed for the respection of COS in Autority, but it has been present that highlessy separations do not decrease traffic, the beauty file survives of seasy, and traffic days the same or research. Additionally, a large in rightness will fail with disclose from Each Audition from Section Audition. Additionally, a large in rightness will fail or disclose our Each Audition for Section Audition. Additionally, a large in rightness will fail or disclose from Each Audition for Section Audition. Additionally, a large in rightness will be success the SES from the Audition for the Audition Each Audition Each Audition and the Audition Each Each Each Audition Each Each Each Audition Each Each Each Each Each Each Each Each	Ton Comment #10 Ton Comment #10 Ton Comment #13
2335	Megan Dias	3/7/2023	Ernal MyCayEx Website Comment Form	East/weet correctivity Bitaryout safety Public Transit Mallimodal Transportation Do not widen/no build	List an string large groups and COS's programed for the respection of COS in Autority, but it has been present that highlessy separations do not decrease traffic, the beauty file survives of seasy, and traffic days the same or research. Additionally, a large in rightness will fail with disclose from Each Audition from Section Audition. Additionally, a large in rightness will fail or disclose our Each Audition for Section Audition. Additionally, a large in rightness will fail or disclose from Each Audition for Section Audition. Additionally, a large in rightness will be success the SES from the Audition for the Audition Each Audition Each Audition and the Audition Each Each Each Audition Each Each Each Audition Each Each Each Each Each Each Each Each	Ton Comment #10 Ton Comment #10 Ton Comment #13
2335	Megan Dias	3/7/2023		East/weet correctivity Bitaryout safety Public Transit Mallimodal Transportation Do not widen/no build	Les writing to oppose 5,00° proposed for the expension of CS in Autin. Les sevated has their 2 miles from the tight-say out 1,20° S. Table is a propheron of St in Autin. but I has been present that highesy apparatures do not docrease traffic. I stream, the number of cars increases with the number of series, and traffic stops the same or extended. Additionally, a larger highway will further disclore and food ductor commonly from discretioners hadnow. This disside difficult to table across the SS frontings results at the designated upon or till in start. There are to lights for this blaves on the public and or discretioners, in common image have difficult to will use after an experience. As dissided difficult to table across the SS frontings results at the designated upon or till in start. There are to lights for this blaves on the public and of simple, feels disagrants, incomed results to table and the service of the public services. As a million I, taked across that the public to see our to immore go blaves of the latest of the services of the services of the services of the services of the services of the services of the services. Associated, services are the public to see our to immore go blaves to little and at in the best interest of me and my fellow foods residences.	Ton Comment #10 Ton Comment #10 Ton Comment #13
				East/weet correctivity Bitaryout safety Public Transit Mallimodal Transportation Do not widen/no build	List an string large groups and COS's programed for the respection of COS in Autority, but it has been present that highlessy separations do not decrease traffic, the beauty file survives of seasy, and traffic days the same or research. Additionally, a large in rightness will fail with disclose from Each Audition from Section Audition. Additionally, a large in rightness will fail or disclose our Each Audition for Section Audition. Additionally, a large in rightness will fail or disclose from Each Audition for Section Audition. Additionally, a large in rightness will be success the SES from the Audition for the Audition Each Audition Each Audition and the Audition Each Each Each Audition Each Each Each Audition Each Each Each Each Each Each Each Each	Ton Comment #10 Ton Comment #10 Ton Comment #13
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2336	Megan Frey	2/10/2023 2/15/2023	MyCapEx Website - Comment Form	East/west connectivity Bits paid shifty Public Transat/ Public Transat/ Transportation Do not widen/no bodd General Support General Support	List an string this oppose I ACIT'S programe for the expension of CS in Aution. A service is base than 2 miles from the tight expension in CS in Aution. And I have been proven that highest programmers also of discusses traffic. Assessed, the number of cars to create with the number of cars, and traffic. Stops the same or execution. Autisociately, a legar traffice with CE and the contract of the Autisociate traffic. Assessed the same or execution. Autisociately, a legar traffic and the contract of the Autisociate traffic. Assessed the Autisociate traffic. Assessed the Autisociate traffic. Assessed the Autisociate traffic. Assessed the Autisociate traffic. An annual field to the account of the ST forming results at the Auditorial traffic. An annual field to the account of the ST forming results at the Auditorial traffic. As a resident, it admit to the Auditorial traffic. Assessed the Auditorial traffic. As a resident in Stand Contract, and other representations to this and act in the local transact of me and my fellow Auditor residence. As a resident in Stand Auditorial traffic trained of the only instead of firming it. As a resident in Stand Auditorial traffic trained of the only instead of firming it. As a resident in Stand Audit And I am until type the firmly and completely oppose the CIS expension. As a resident in Stand Audit And I am until type firmly and completely oppose the CIS expension. Once Clearment being and Commissionary. For a resident in Stand Audit And I am until type firmly and completely oppose the CIS expension. Once Clearment being and Commissionary. As the exerce of the ASS Childre's Exerce Auditor design in a comprehensive memory. This article of the ASS Childre's Exerce Auditorial training and and an annual and an	Sec Contract #20
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				Do not widen/no build	Mobilit-SS Program Manager Tommy Abreato.	See Comment 45
2343	Meghan Healey			Do not widen/no build		See Corresent #5
					Hello, I am a resident of the chestrut/cherrywood area.	
1		1			Exposes 35 as it would destroy pair of my neighborhood. Exposes 35 as we are already spending money on Project Connect-why spend a ton more money to expand the highway if this will counteract project connect and it's efforts to decrease traffic?	
				Latent/Induced Demand	Also expanding the highway does not decrease traffic-look at LA or Houston.	See Comment #18:
				East/west connectivity	However, I like to dots plan to better bridges between east and west-invoid love the bridge over east 12th to red river and the bridge from fiesta to hab to be improved. I use both of these bridges to bike to work and to get groceries: they are sketchy to cross though and I only bike because I'm a dedicated biker. If you improved these passes then more people would use them instead of driving.	See Commant #2D
					These MRN(C) and relate a SEP C to be the prime are a good and in this DC cent to the College and the college	See Contreast #30
					trees/shrubs, and also make the sidewalk separate from the bike lane-don't combine them. Also people are merging into the highway/frontage road on east 12th-make this safe for bikers/walkers!! Again the poles are a good start, but really	
				Bike/ped safety	Imagine being a walker, bilear, or lime scootering trying to girl from the neighborhoods on the exist side to red river/downbown. It's dark and people are driving fast. DOT needs to create safer way to get across. Also why is there no button on the least 4th being interpt? You are selected in facing for a bitter maker to get fallers. I love this bits be in her and then you have to stoon where the control man of the You can do not have the stoon when he have the stood when he have the stoon when he ha	
					Please make a ustin more transit and biker oriented. I do not want to wisite my tax dollars to expend a highway that will only destroy my community and not even decrease traffic.	
2344	Meghan Hughes	3/7/2023	Email	Do not widen/no build	I would like to protest the possibility of Wishire Brid becoming a thoroughlars. I have lived in Wishire woods for 16 years and this would change and degrade the neighborhood in a significant way. It's	See Corresent #5
					Twocid like to protect the possibility of Wildrine Bird becoming a throughfare. I have twid in Wildrine word in 18 year and this world change and degrade the neighborhood in a significant way it's already to due to be so done to 155. This would be a developed to the property value and quality of life in this neighborhood. I am opposed to this change. This is not to be to the protect the protection to property value and quality of life in this neighborhood. I am opposed to this change. This is not to the protection of the protection to property value and quality of life in this neighborhood. I am opposed to this change.	
					Think you, Meghan	
2345	Mei Mei	2/11/2023	VOH	Do not widen/no build	Don't expand at all fl And if you must, don't expand north of 125ff	See Comment #5
2346	Mekayla DePadis			Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	See Corresint #5
					MobilitySS Program Manager Tommy Atrego. Hs, I am a resident of Assalin (I live in West Campus) and I use these roads almost dealy. I OPPOSE TADOT's plans for I-SS and I OPPOSE expansion. Please rethink the current proposed actions on this item.	
				Public Transit / Multimodal Transportation	I am in strong support of the current Project Connect plans that center reliable and accessible public transit line the metro. Cir congestion cannot be fixed by widening roads and increasing lanes.	See Comment #13;
				rransportation		
				Latent/Induced Demand	NOTEs encous in this neither this flavor it is flavor it in flavor in the neither the flavor in the neither the flavor in the neither the flavor in the neither the flavor in the neither the flavor in the neither the flavor in the neither the flavor in the neither the flavor in the neither the flavor in the neither the flavor in the neither	See Comment #18;
				Lawrey Housed Demand	TADOT's process in this project is flawed: It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway nemovals, and its traffic modeling is flawed. Please sec: https://www.blocmberg.com/news/features/2021-09-28/why-wistering-highways-desen-t-bring-traffic-reside	
				Air Quality/Noise	Your current plans are not a solution but rather worsen congodion (se we saw with the Kary Freeway), sir noise and water polistion, safety, and transportation options beyond driving.	See Correrent #34
				water quality	Your current plans are not a solution but rather worsen congestion (as we saw with the Kely Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #125
				Water Quality	Why would we tolerate 10 years of construction for a prior that does not solve the root of the issue (that is a lack of compact public transit options)	See Comment #125
					Why would we blented a 10 years of construction for a pine that does not solve the root of the issue (that is a lack of compact public brankt options). I sent a styl that is interconnected not assisted by multiple issue of dealey setfle. I separt 10071, Amility (by Dourse), and other openiestatives to base of upon Related to not pass this expension.	
2347	Melanie Chasteen	3/7/2023	MyCapEx Website -	Bike/ped safety	I record like to comment on the 135 project. The recently been made aware of plans to commed East 41st Street to Wilshire, creating a pass through read to Amport Bhol. As someone who has lived in the Wilshire Wood neighborhood for the past 150 years, I urge you to rethink this option and defend the safe pedestrian, bicycling, and treffic limited throughways that these two streets provide. There are already very few sidewalks in their area and	See Comment #3D
	1		Comment Form		traffic speeds down Wilshire daily. I am asking for you to protect the children and pedestrians who live in our neighborhood by reconsidering the current plan. Thank you	
1		1			Santa periodicioni estante bang. Initi atong na por opi opi conci in Grandeni ano possibilitati and over a con integracionolo dy recursione in grandeni para.	
	1					
				Business/residential displacement	*Minimize displacement as much as possible and ensure displaced businesses, community fiscibles, and residents are effectively companiated to relocate within 1 mile of their current location if they so	See Comment #21
					choose.	
				dimate change	*Notes the Dat Environmental Impact Statement to saligion belieful Perticulate Matter (PM; 2.5, violate opposic compounds (YOCs), and nitrogen code emissions. Minimize added main laine and frontage need capacity, and depthy air motions saling the North, Central, and South Controls. The Capatal Express North, Central, and South Projects sail undermine the specific climités goals laid out by the Climate Expris Planu with the additional surface purpose forth, Central, and South Projects sail undermine the specific climités goals laid out by the Climate Expris Planu with the additional surface purpose forth. South Planu with the additional surface purpose forth. South Planu With and South Controls. South Planu With additional surface purpose forth.	See Comment #51
					Equity Plan with the additional traffic generated due to added roadway capacity	
					Email Copy: Dear Mr. Williams, Mr. Abrego, Mr. Fergason, and Mrs. Ashley-Ngayen, We submit for the public record the attached commert letter from Austin City Council Member Zo Quidni regarding the I-35 Capital Express Central Draft Environmental Impact Statement.	See Cerement #30
					We submit for the public record the attached comment letter from Austin City Council Member 20 Quid regularing the I 35 Capital Express Central Draft Environmental Impact Shatement. The approach of the public becomes in the outbul baseling or regularing and because of the public should be appropriate or regularing the I 35 Capital Express Central Draft Environmental Impact Shatement.	
2348	Melissa Beeler				Infrequent Publishmy Despites of the Control of the	
					crossings could be added at: officience Street, with additional shitch to carry across the streembelt: officience Street	
					Na about the five policy recept the adultion of the policy control from the five policy control from the policy control from t	
				Bike/ped safety	readways. Yet the 1-35 corridor currently accounts for roughly 25% of all traffic fatalities within the City of Austin. According to City of Austin Vision. Zero crash statistics from 2016-2021 on the 1-35 corridor, more than 40 drivers were killed and lower 350 serior(soly) injured or in which icle crashes on 1-35 main leases or formage roads. Additionally, over 40 pedestrians and bis-policytis were killed and lower 1-35 main leases or formage roads. Additionally, over 40 pedestrians and bis-policytis were killed and lower 1-35 main leases or ensireday injured in which is during the cores in 35 main leases or ensireday injured in which is during the cores in 35 main leases or ensireday injured in which is during the core in 35 main leases or ensireday injured in the same timefront and in	
					Obesign all surface level elements of this corridor, including frontage roads, bridges, shared use paths, and crossings to NACTO standards and in compliance with the City of Austin Transportation Criteria Manual (TCM).	
2349	Meliosa Farm			Do not widen/no build		See Comment #5
2349	Melissa Perro			Do not widery no build	Mobility35 Program Manager Tommy Abrego, I OPPOSE TxXXIII plans for 1-35. This plan is flawed expansion plans such as this have been notoniously unsuccessful at reducing congestion. It will add pollution, noise, and congestion.	See Lottribut #S
				Community Alternatives	Tam FOR proposals such as the Rethink35 proposal and looking at options—like having SH-130 function as an interstate. We don't need more lanes on I-35, but we do need MORE reliable, clean, and safe	Sea Cerenant #4
					PUBLIC TRANSIT. Separate bus laines, more train lines, and additional bike laines connecting the east and west sides of town are what we want.	
2350	Melissa Wilson	2/6/2023	Email	General Support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 135 strough Audith is one of the most congested nodewy segments in the State of Texas. As this seriously outdated nodewy in offer called the Main Street of Texas, at Texas is should out for thost and excises action to transfer this critical settlent of references than a making you will assume monitorate the rapid and immense growth was are experiencing in our great States. Accordingly, in arring bugglous to represent your complex support for the 135 of States (approach y To-CAT In States you for your consistence) of this is.	See Comment #8
					Accordingly, I am writing today to express my correptate support for the 1-35 Capital Express Central design as proposed by TADOT. Then kyou for your one-statement or spiral accordingly and the support for the 1-35 Capital Express Central design as proposed by TADOT. Then kyou for your consideration of this	
					request.	
			My	Air Quality/Noise	We need greater measurements of air quality during this "environmental" revised	See Commant #34
1			Cap Ev	Water quality	Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)	See Comment #125
10	Commonter Press	Date Bresing	Commo.	York	Proposet	B160004
	Outstanding reache	Date Necessed	305708	rogic		MERCULES
2351	Melissa Wise		Website - Comment Form	Public Transit / Multimodal Transportation	We should have direct BUS CNLY on ramps and off ramps so that transit gets a priority over one parson one vehicle; We should have bus only lanes (god forbid TXDOT actually plan for rail here - that would be truly aversome) - but we need PREFERRED transit options.	See Comment #13
1		1				
1		1		Caps/deck plazes		See Comment #42
1				Cepsymeck phases	We should have more caps (bury the freeway in longer segments so we truly create corrections between east and west) Early plans suggested TXDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?	AMERICAN CONTROL OF THE CONTROL OF T
1		1				
2352	Melissa Woelfel	1/31/2023	MyCapEx Website -	Regional connectivity	Build rait, Traffic sucks on 195	See comment #1
			Comment Form			
			1 7		Dear Chairman Bugg and Commissioners: Thank you for recognizing that I 35 through Austin is one of the most congisted makesy segments in the State of Tessa. As this seriously outstand residency is often called the Malin Street of Tessa. As this seriously outstand celevising in other called the Malin Street of Tessa State of Tessa State State Street of Tessa State State Street of Tessa State St	See Comment #8
	1				Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this request. Middleton Middlet	
	1				Heritage Title Company of Austin, Inc. p. With Street Saint 1600 - Austin, IX 7 8701Heritage Districtions UNIVER FRAUD WARRING: Due to increased risk of theft by wire fault, Heritage Title Company mass send With instructions by precypted email only, Dur Were Instructions DO NOT CHANGE is no consider any common and instructions to Manage and were closely asked and vor collection and the saint provisions will be a fault of the Austin Change and the analysis of the Austin Change and vor collection and fault asked in Not collection.	
1		1			wiring your funds. Mease wire your funds as soon as possible to avoid funding delays. Thank you. COVID-12: Heritags Tife Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office.	
	1				Dut we would encourage you to want a make it you have NOT been vaccinated. Please DO NOT VEST CAU OFFICES if you are feeling ill or if you have you have been expected to aryons exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your encourage where them to arrange a remote dozing option. Codes associated with a errored bed through to the past prequesting same. Pleases have their three appreciate your business. COMPEDENTALITY	
2353	Melody Middleton	2/7/2023	Email	General Support	Out Classman begg and Commissioners: Thank you for recipiting that 150 frough Auction are of the most congested readway represent in the State of Team. As this services and extended members of the commission of	
1					sent to you in error. If you are not the intended recipient, you are hearty notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have neceived this email in error, please notify the sender immediately by reply or by phone are delete this email, and destroy all copies and any attachments. Thank you for your consideration.	
					The method IXXXI has used or garring royd is the eld system that does not early. Communities of order requires a greater process, as enropted in Colory Park and Labelesia communities. The proposed HI 35 constraint behavior	See Comment #3
					The enthal TDOT has used on growing rout in the side option through department does not wait. Communities of side requires a growing process, we reminded a depart has all calculated communities. The proposed PI and communities and the proposed PI and communities and the proposed PI and	Sec Connect #3
2354	Melvin G. Wrenn	3/7/2023	Email	Racial justice	The method TDOCT has used on goining rigid is the edd system that close not work. Communities of color regions a greater process, as employed in Colory Plan and Lakeside communities. The proposed IN 35 expensions should be gained to public transportation with occasion lessen, or ramps and other or appeared plans for using 9 15. The method used did not each diversity in communities of color, and therefore, does not need equal opportunity appeared in text. 25 expensions should be gained to guide the proposed INI of the proposed INI of the proposed INI of the proposed INI of the proposed INI of the proposed INI of the proposed INI of the proposed INI of the proposed INI of the proposed INI of the	Su Comment 43
2354	Muhvin G. Weenn	3/7/2023	Ernait	Racial justice	The control TOOT has used as given expect to the dist option that does not can. Commented at district report a greater protein, our imposed to Chairy from that Cassinds commented, the proposed to St. despends and the control contr	See Connect 63
2354	Malvin G. Wrenn	3/7/2023	Email	Racial justice	The method TDOOT has used on goining royal in the aid system that does not work. Communities of other requires a greater process, as enropined in Closiny Puris and Lakeside communities. The proposed IM 23 engagement required by the communities of the control of	See Comment #3
		3/7/2023	Email			
2354	Melvin G. When Melyinda Nuss	3/7/2023	Email	Radial justice Do not widen/no build	Mr hoot hoot.	Sea Comment #3 Sea Comment #5
		3/7/2023	Email			
		3/7/2023	Email		Mr hoot hoot.	
		3/7/2023	Email		Mr hoot hoot.	

				Community Alternatives	Lurgle you to consider alternative plans, including those put forward by Reconnect Austin and Rethink35. Love it or hate it, 35 is a crucial part of our community, and the community should have a say in what is done with it.	See Comment #4
				Community Alternatives	Ligh you to consider alternative plans, including those put forward by Reconnect Audin and Rethink3S. Love it or hate it. 355 is a crucial part of our community, and the community should have a say in what is done with it.	See Comment #4
2356	Meredit	2/11/2023	Email	General Support	Thank you for this comment period.	See Comment #8
	h Blackw				Name, the substrated data will provide the second of the contract policies for the selection and second of the sec	
	elder				Can the road the lowered further north of airport blood to the 200 northern completion point? The ground level road noise is a potent barrier to pedestrians wanting to cross East, West, and addressing this airsing this road point of project would be a truly uniforing stee for Assistin.	
					Email Copy: To Whom It May Concern - Please see feedback on the I-35 Capital Project from AIA Austin. These letters have been submitted in previous phases and are being re-submitted in response to the Draft Ets.	See Comment #21
					the compact PCFs are located in the pack? As extracted in the pack? As extracted, and the pack of the	
					We appreciate the modifications to Attending's 3 in response to community feedback. It is encouraging to sea/hear that: Twenty fewer private properties will be condement. Fronting reads the way been pained to form a more installable upused budward. There are more opportunities for widened bridges. There are more opportunities for full caps at street level.	
					Amond from and upper docks. Named of the Standard to be and included handing againstmans. More for bit broogness to be a commodation. Yet many that is prival properties as well as about the commodation of the post and the standard properties as well as about the commodation. They do not be included properties as well as the form and the standard of the standard properties as well as the form and the standard properties as the standard properties are standard properties as the standard properties are standard properties are standard properties are standard properties and the standard properties are s	
					require the more expensive life-safely measures that were mentioned? What can TAOT do be ensure the caps and enhanced be trigging if funded and built six they are central to the improvements that were presented and must happen in their half contained. The presented is not a post morth the common count must have presented and financially also contained to the improvements that they are central to the improvements that were presented and must happen in their half contained to the contained that they are central to the improvements that were presented and must happen in their happen in	
					Lesses impact on private property consens. Advantage of prope	
2357	Meredith Bossin	3/7/2023	Email	Business/residential displacement	Leaves integrate private grouping venices. The second private grouping venices are designed by the second private grouping venices. These types of sporce distributing in the unbank before as they shill the vibrary with deed good and remove "year from the store" that high various the saddley of an asset instant contains of every time the leavest private in the second private instant and for the seco	
	Mile Editi Dossii	4,7,222	Cital		Now that the pelectrian crossing these should be something that a 10-year-sid could understand, Ensure caps and strictnes are fully funded Removing even more non-signaled futures	
					nearrowing even more inches problematic to the control of the cont	
					Incorporate Chesive adultions with rectinical information in proneasonate such as urban designers, architecture, instruction in prone adultion of the engineered-rocal solutions proposed to date	
	1	1				
L	<u> </u>	<u> </u>				
2358	Meredith Vigil	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	I support 195 expansion of nail lines	See comment #1
2359	Meriam Elawad			Latent/Induced Demand	Mobility35 Program Marager Tomny Abrego, TICOT's process in this project is flawed; it ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway	See Comment #38
	1	1			Table 1 species in this project is severe: it upones induced behavior, construction impacts, particulate matter position from the wear, the failure or airmost an inginesy expansions, the success or neeway removals, and its traffic modeling is flawed.	
				Air Quality/Climate Change	Highway expansions DONT work. They worsen congestion (as we saw with the Kuty Freeway), air noise and water poliution, safety, and transportation options beyond driving.	See Comment #18
2360	Merrell Foote			Do not widen/no build		See Comment #5
					MobilitySS Program Manager Tommy Acrego, These load in Audin since 1967 and I strongly oppose expanding I-SS. This project would severely distribut and ruin Austin, and would inpour city apart even more than the original highway construction did	
				Air Quality/Noise	. The noise and pollution will be unbearable and will destroy the UT campus.	Res Comment 47-5.
				Reroute to 130	Instant, use the funds to remove the tot fees on 150 and route through traffic – which is the bulk of commercial trucks and vehicles going through Austin on 135 – around Austin to the east. Please do not pursue this project. It is madness.	See comment 43
				nerouse to 130	IRRABAC, USE THE TURBS TO RETINAND FOR THE REAL CHICAGO PARTIC — WHICH IS THE BULK OF COMMINISTRAL DIVERSE AND VEHICLES, SOTO CHICAGO PARTIC ACTUAL PRICE OF THE REAL CHICAGO PARTIC ACTUAL PRICE OF THE	Delt CONTRACT # 3
2361	Mery Rivera			Do not widen/no build	Highway expansion will not only make traffic congustion wome, it would also be more expansive to maintain, and in the end we spand more taxes than using it for other modes of transportation. Because of this and much more, I oppose the expansion of 135.	See Comment #5
				Public Transit / Multimodal Transportation	Instituted, we should floors on building accommodating public transport and addressing residential and commercial zoring laws, which would help not ease congestion but would be more affordable.	See Comment #13
2362	Mia Goldstein			Do not widen/no build	Mobility35 Program Manager Tommy Abrogo, Deal Mr. Abrogo,	See Comment #5
					Toppose the expension of 135.	
				Latent/Induced Demand	Expanding I-35 will do nothing to improve traffic – If crises like Houston or LA are any indication, widening I-35 will only create more lanses for traffic to be in, while decimating what remains of Austin's culture.	See Comment #18:
				Business/residential displacement	There are so many businesses along I-35 and it would be a huge loss for Austin to replace them with more traffic. I urge you to vote for the Rethink35 proposal. Thank you.	See Comment #21
					Thank you.	
2363	Mia K Vento	1/20/2023	MyCapEx Water	Regional connectivity	Phase seriously consider expending public transcortation funding for distances such as Austin-San Antonio instead of histheads II's hearn driven, data and use in that witering and invascing manu data.	See Comment #1
2303		4/40/4043	MyCapEx Website - Comment Form	regional compound	Please activity consider expending public transportation funding for distances such as Austin-Sain-Antonic Instead of highways. It is been shown again and again that widering and investign and advanced in the interpret ballific (e.g., https://www.nyfmes.com/2023/01/05/u.j.winden-highpsys-ballific.html; if I we want to be truly invosible and cut down on the traffic and accidents in our state, we need to book at trivial and true, proven methods. This means improved making-invises, province transportations, anything that training the number of cars on the read down. For the heart of Tabol 7, Team drivers & poleobisians, Teams of all build/grounds, Teams health, Team air quality, and so much more.	
	1	1				
					Trains you, come supporting miss. This property is not a place where the your body-engle in 177 cases-without care-se-on-buses-se-on blass). Interpt//trainsportation.ucla.adu/blag/how-riding-bus-benefits-everyone "A developed country is not a place where the your have care. It's where the rich use public trainsportation."—Guatavo Netro	
2364	Mia Martinez	1/19/2023	MyCapEx Website - Comment Form	Regional connectivity	dring back or includes a glass to review the Laver Star that you great. Neviring light can from Audition to Sain America would be resuch more beneficial to communities compared to adding more LINEXESSARY reads on the Na Registery or mad apparation. It has person beneficially entirely as amount of construction given to expend and add not add	See comment #1
					In against transcription, and the striff it is always formerood spike a look at California with a manufacture people are stock for flours on end). As a critise of Feas, it's time we do away with road expension and look towards trains and light real than ACTUALLY BENEFITS THE PEOPLE AND REDUCE THE NUMBER OF VEHICLE DEATHS.	
2385	Michael	3/2/2023	MyCapEx Website	East/west connectivity		See Comment #20
1			Comment Form		The east of 1.55 near the Woodland St crossing, but my lid is zoned to go to school word of 1.55, at Toria Hughts Dementary, Your plan routed remove the crossing at Woodland Shreet. Which, the nearest playground and pool where we take us not like a Season along Sharm Cross, accessed via the Woodland Shreet crossing. Why we you planning to get not of this crossing, which closes't even have any funding professions. Controlling Shreet Crossing and Shreet Crossing of the Crossing Shreet Crossing and Shreet Crossing of the Crossing Shreet Crossing at Word Shreet Crossing and Shreet Crossing Shreet Crossi	
				Do not widen/no build		See Comment #5
				Lio not widen/no build	Topose the preferred alternative and any expension of 135 through central Austin. ToO'D does a fartastic job building and maintaining highways throughout the state of Texas, but central crises are not an appropriate place for Texas-epi central to the high cost to construct and the register impacts on a deninely proposation and traineds ands to trained areas. These are three main reasonal oppose this project. The register impact on people, the historical impact of the flowersy and Texas are not deninely all strainings in addition, the advantage and trainings is that increases. In addition, I have advantage and terminate that is commonly used in Texas and out benefit all Texas, TOO'D and the City.	
					reviewly and the suck or meaningrue eleminates. In accretion, I have another atternative that is commonly used in Texas and would benefit all revins, TsDOT and the City of Austin.	
ID			Source	Tonic	Comment	Responses
	Commenter Name	Date Received				
	Commenter Name	Date Received			The registive impacts of air 1-35 expansion are numerous. These include air pollution, valet pollution, noise pollution, vehicle related injuries and deaths, construction impacts, mobility and accessibility to name a file. With more windoes comes more pollution including MALD, MACS, and COZ. These pollutions to hearth impacts on nearth residents and travelers. Recring these collutants in a demandar area is insurrenced and	See Comment #34
	Commenter Name	Date Received			The regions impacts of an 1-25 experience are numerous. These include air printure, valuer politician, realer politician, valuer included impries and deaths, construction impacts, mobility and accessability to name a few. With more valued common computation including PALES, ACE, See COS. These politication is destroy to the common commo	See Comment #34
	Commenter Name	Date Received		Air Quality/Noise	The regions reposts of an 1-25 appearance are recurrence. These include air politicity, water politicity, value politicity, value politicity, value politicity, value politicity, value politicity, value politicity, value politicity, value politicity, value politicity, value politicity, and capture. Provincing reposition politicity is consider politicity in a class of politicity. Provincing politicity and in a consider politicity in a class of	See Comment #34
	Corresenter Name	Date Received		Air Quality/Noise	The regions impacts of an 135 appealmen are recovered. These include are problems, water problems, needs a region of the region impacts, sended and the region of the recovered and the region of the	Das Comment X3A
	Correventer Name	Date Hecerved		Air Quality/Noise	requires copared or 1-25. This is then years or construction impacts account impacts account impacts account impacts account in the construction of the rest of downtown making a highway an unsuitable land use. All these issues will lead to significant suffering for many Austrinoss and visitors all at the cost, of a few minutes seved for drivers (more on that later).	See Comment #34
	Contractor Name	Date Hecerved		Air Quality/Noise	requires copared or 1-25. This is then years or construction impacts account impacts account impacts account impacts account in the construction of the rest of downtown making a highway an unsuitable land use. All these issues will lead to significant suffering for many Austrinoss and visitors all at the cost, of a few minutes seved for drivers (more on that later).	See Comment #34 See Comment #120;
	Contractor Name	Date Necerved			requires copared or 1-25. This is then years or construction impacts account impacts account impacts account impacts account in the construction of the rest of downtown making a highway an unsuitable land use. All these issues will lead to significant suffering for many Austrinoss and visitors all at the cost, of a few minutes seved for drivers (more on that later).	See Comment #325:
	Connector Name	Date Necessed		Air Quality/Noise Water quality	requires copared or 1-25. This is then years or construction impacts account impacts account impacts account impacts account in the construction of the rest of downtown making a highway an unsuitable land use. All these issues will lead to significant suffering for many Austrinoss and visitors all at the cost, of a few minutes seved for drivers (more on that later).	Suc Comment #325:
	Corrector Name	Date Necessed				See Connect #32%
	Contraster Name	Date Nacerned			required to the control of the contr	See Comment #320: See Comment #320: See Comment #3
2366	Constanter Nume	Date Necessed	VOH	Water quality	required to the control of the contr	
2366		Date Necessed		Water quality	requires copared or 1-25. This is then years or construction impacts account impacts account impacts account impacts account in the construction of the rest of downtown making a highway an unsuitable land use. All these issues will lead to significant suffering for many Austrinoss and visitors all at the cost, of a few minutes seved for drivers (more on that later).	

2267 2266	Michael & Melhaus Michael & Bandan Michael & Bandan	2/20/2023	MyCape*, Website MyCape*, Website Comment From MyCape*, Website Comment From	Remote to 130 Managed stress Mingeson Water Coality Parks Sharped safety	Finally, the last of meaningful attentions provided by 1000°F is very consuming. From the very beart of the provide, and in the control of the provided per meaningful trans and the very beart of the provided per meaningful trans and the control of the provided per meaningful trans and the control of the provided per meaningful trans and the control of the provided per meaningful trans and the control of the provided per meaningful trans and the control of the provided per meaningful trans and the control of the provided per meaningful trans and the control of the provided per meaningful trans and the control of the provided per meaningful trans and the control of the provided per meaningful trans and the provided per meaningful trans and the provided per meaningful trans and the provided per meaningful transport per meaningful transport per meaningful transport per meaningful transport per meaningful transport per meaningful transport per meaningful transport per meaningful transport per meaningful transport per meaningful transport per meaningful transport per meaningful transport per meaningful transport per meaningful transport per meaningful transport per meaningful transport per meaningful transport per meaningful transport per meaningful transport per per meaningful transport per per meaningful transport per per meaningful transport per per meaningful transport per per meaningful transport per per meaningful transport per per meaningful transport per per meaningful transport per per meaningful transport per per meaningful transport per per per meaningful transport per per meaningful transport per per meaningful transport per per meaningful transport per per meaningful transport per per per meaningful transport per per per meaningful transport per per per meaningful transport per per per meaningful transport per per meaningful transport per per per meaningful transport per per per meaningful transport per per per meaningful transport per per per per meaningful transport per per per meaningful transport per	To Comment 4300 To Comment 4300
				Caps/Deck Plazas Bite/ped safety	The "difficult prisental data prise" of Chart Chart and Dear Nation (priving claims) should become a part of this project as key polarisation contributes executing seast Audits with the disorders and campa discrete, it is respectable and register for ECOTS is been these bridge to the following the polarisation of the priving and the	Das Comment # 42 Sas Comment # 50
2370	Michael Cavazos	2/21/2023	VOH	General Support	Earn in favor of the Alternative Build 3 option.	See Comment #8
2371	Michael Cooper	1/12/2023	Ernal	General Support	Date Chairmen beig and Commissioners: These you for recognising that 150 through Justin is over of the most complaind readway segments in the State of Finance. As this services) contained readway is drain caused by Man Schotzer of Finance and Commissioners and the State of Finance. As this services of contained the Association Schotzer of Finance and Commissioners and Execution Schotzer of Finance and Execution	See Contrast #S
2372	Michael Cooper	2/7/2023	Email	Centeral Support	Our Channel Big and Commissioners. Note by the required plant ISS Streets Annies and our district feeds to the best of these. As an arrange channel control of the best of the section of the best of	See Comment #8
2373	Michael Cooper	2/7/2023	Email	General Support	Due Chairman higgs of Commissioners in the part of recognizing data of section in our of the recording contents appearing to the State of Texas. As a content of the State of Texas is a content on the State of Texas is a content of the State of Texas is a Content of the State of Texas is a Content of the State of Texas is a Content of the State of Texas is a Content of the State of Texas is a Content of the State of Texas is a Content of the State of Texas is a Content of the State of Texas is a Content of the State of Texas is a Content of the State of Texas is a Content of the State of Texas is a Content of the State of Texas is a Content of the State of Texas is a Content	See Commerci 4 S
2374	michael crocken	2/5/2023	Email	General Support	Out Claims higger of Commissioners III - 125 private Mosts: inscribed and a privileg decision. It is appointed to Aut. It is not of the decision to some, I have the decision to some. I have the decision of	Se Connect #8
2375	Michael Crowl	1/27/2023	Email	General Support	Due Claims high get of Commissioners. These just or recipient get 15 Strengt Jean is not a fine and congenie casking separate in the State of Exec. As it is invested production cannot be used to detail and the service of the servic	See Commert 8 S
2376	Michae I E. N. Andry	3/7/2023	Email	Do not widen/no build	Hs. Doctor. Tenzonce additional right of way for the proposed "New Controve Austin H-355." Thank You, Albie Andry	See Comment #5 See Comment #5
2377	Michael Edward Reed		Physical I Connent ent	Do not widen, too build	Interseptation to the SE december in general and evaluation of the SE december in the SE	use terminal of
			A	Air Quality/Noise	The or quality conformed is gardingly better, select, the contract that the design of the property of the execution. More large contract that the contract that the contract and the execution of	Tan Communit et A
10	Contractor Name	Date Received	Source	Topic Climate Change	Furthermore, with our ondoing allohal climate crisis, we need less directhouse asis entissions, not more. The arroys of displayed hard mark land havinesses and residences in hish and incorrectable. Reth	Proporties See Comment #51
				Citiza Ciarge	Anthoracs will not regard gold offices on one, as need that growthere pipe missions, or transit or in second of displaced text is part but the surrounce, and indicated in high part of incompliance in the light of the surrounce, and indicated in the light of the surrounce, and in the surrounce, and in the surrounce, and in the surrounce, and in the surrounce, and in the surrounce, and in the surrounce, and in the surrounce, and in the surrounce, and in the surrounce, and in the surrounce, and in the surrounce, and in the surrounce, and in the surrounce, and in the surrounce, and in the surrounce, and	\$100 MENTAL OF \$100 M
2378	Michael Gilbert	1/13/2023	Email	General Support	The read part in more leavable a length grown, the direct more that follows not work of the control of the cont	See Continent 46
2379	Michael Gorzalez	1/28/2023	MyCapEx Website - Comment Form	General Support	Date Chairmen begg and Commissionners: Thesis you for you capport to address 155 through Austin in a comprehensive manner. This should all highersy a nationally revised as the 15th wars	Sac Comment #8
				Regional connectivity	The ward is beautiful frameway to wait in the right of a strength of the property of the beautiful for the beautiful for the property of the p	See contract # 2

1		1		Air Quality/Climate Change	Efficients is the notive as size our nizers and there is nother remotes afficient to the personal valvied & transportation extern without otherwise. In the support section it's an extraories withouthern I's	See Comment #18
					Efficiently is the only valvy we save our planet and there is nothing remotely efficient to the personal vehicle! A transportation system without devenity isn't a transport system. It's an aggressive utilization is a clear message that bobies are more important than oftions and that you would rather kill off poor Tearns than stand up to big auto and big construction comparises that comput our nation and organizations like 1600?.	
2380	Michael Haertel				Mobility35 Program Manager Tommy Abrego,	San Comment #5
					Material Sharphore Merapy Transport Services (March 1997) and transport for the production of the services of	
					Expanding 35 is just promoting feacism and harming people. It forces more Texans to own a car and be completely dependent on hundreds of dollars in monthly costs to own, fuel, insurance, and maintain a car. Cars represent freedom, but when auto lobbies have manipulated our state and country to force everyone to own one they no long represent freedom, they represent corruption and destruction of our freedom.	
				Do not widen/no build	Stop all highway expansion permanently, technology will solve marry of our automotive challenges; some highways should be maintained, most should be deleted in the next 50 years because they're inefficient, completely invasibationable and the only thing they're executional at its killing Texans.	
2381	Michael Halliburton			Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	See Commant #5
					MobilityS Program Manager Tommy Azneja, 1004. 100 Septiments. Above growth or a communities along 150 per a communities along 155 in Auditin, Testas Furthermore, the toll could be paid via an positive for location plant or an electric identifier pind to estating the burnet, which would alleviate congestion and no reced for a toll plant.	
				Bury/tunnel	I propose Highway 35 within the city limits of Austin, Yexas should become a park or recreation area of our communities. In its place, Highway 35 should be diverted underground, with an optional toll transit, fare for repairs and maintenance, etc.	See Comment #25
					tane or repairs and maintenance, etc.	
					Dear Chairman Bugg and Correlationers: That's unit for unit connect the activities 1.5% through Auratin in a commenhancial manner. This creation of historical is nationally contact to the 1.5% worst for tradific conspection and for survey in the cases 1.5% through Auratin is numerical for	See Comment 48
					Out Column Bagg and Commissions of Street, and C	
2382	Michael Hang	3/6/2023	MyCapEx Website - Comment Form	General Support	Regards, Michael	
			Comment Form			
2383	Michael Hurewitz			Do not widen/no build	ModitySS Program Manager Tommy Atrago, 1,009/05E TuCOTh plans for 1/SS and 1,009/05E expansion.	See Comment #5
					I CIPPOSE: TxCOT's plains for I-35 and I CIPPOSE expansion.	
				Community Alternatives	Tam FOR the Rethink35 proposal, redesignating SH:130 as an intenstate, a boulevard going through town and expanded public transit.	See Correlat #4
				Latent/Induced Demand	ThOO's process in this project is flawed. It ignores induced Demand, construction impacts, particulate matter pollution from tre wear, the failure of almost all highway expansions, the success of fneway removals, and its traffic modeling is flawed.	See Correlat #1B
					тенням, яны на чены, намент и небес.	
				Air Quality/Noise		See Comment #34
					Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, selfety, and transportation options beyond driving, 10 years of construction for just a few years of congestion relief is NOT	
					worth it. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Michael Hurewitz	
2384	Michael Hustari	2/23/2023	Email	Do not widen/no build	N. SANT TANY	See Comment #5
2304	www.med nused	2/23/2023	Little	AN THE WARTY TO DUILD	As NOOT INCE. 1 Subject with this consign of allowable grants congestion by expending this 35. On the man. Adding one later is a one later rand almost disculate this coperation, but the foreign and this time is a 25% expensioned. The ranson this man is below the contracting of which the sign and below part in almost page, then it is a given the sign and the contraction of the page is a substantial or the sign and the contraction of the page is a substantial or the sign and the contraction of the page is a substantial or the sign and the contraction of the page is a substantial or the sign and the contraction of the page is a substantial or the page is a substantial or the sign and the page is a substantial or the page is a substan	
					better job of discouraging personal car use instead.	
2385	Michael Kems			Bike/ped safety	Absentatives, including a boulevand, bite larnes, but larnes, but larnes, and light rail should be considered. The current proposal is entirely inadequate and will not enable Austin and Yeas to grow like it would be able to with a more modern age balanced accessed.	See Comment #30
				Latent/Induced Demand		San Comment #10:
					MobilitySS Program Manager Tommy Adrego. If see in Assault, in Hyder Mar Spate at the United States of the Control of the Manager Tommy Adrego. If see in Assault, in Hyder Mar Spate at the United States is besend on cuddlend thinking. We understand the behavior of induced Demand and how to better design crisis. The Sea that the quadratic Spate plant is a cuddle for the Season is besend on cuddlend thinking. We understand the behavior of induced Demand and how to better design crisis.	
				Do not widen/no build	The people of Austin and Texas deserve better. The city council and the citizens here agree. Do not expand i35.	Suo Commant #5
2386	Michael Levy	2/7/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested road-way segments in the State of Texas. As this seriously outdated road-way is often	See Comment #8
					Date Chairman Bogg and Commissioners: Thesis you for recognizing that I 35 through Austin is one of the most congested madesy segments in the Date of Tossa. As this seriously additional modesy is offer control of the Most Develor of the Commission of the Commissio	
2387	Michael Llamas	1/19/2023	MyCapEx Website - Comment Form	Regional connectivity	I would love to see rail transit between San Antonio and Austin.	See comment #1
			Comment			
2388	Michael Longchamps			Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am an Austin resident that lives a short distance away from I-35 and I oppose the expansion of the highway. I-35 is a constant disruption to everyday life and expanding it will only increase disruption while	See Comment 45
					providing little benefit.	
				Air Quality/Noise	The noise pollution, air pollution, and danger from high speed vehicles is detrimental to residents and businesses in the immediate area of the highway.	See Connecut # 34
				Bike/ped safety	Production trailfic latalities are up sizing the stretch of the highway that goes directly through the densest parts of the city. It is a helital place to be a pedestrian or a cycles, but it is also unavoidable due it's placement in the center of the city.	See Comment #30
				Latent/Induced Demand	The benefits from the expansion are also dubrous as it does nothing to remove the amount of our bavel in the area and instead it encourages it by the nature of it being the only option for many local brips.	See Comment #15;
				Public Transit /	I reculd like to see TxCOT focus more on encouraging alternative means of travel such as building world class public transportation systems which would then lighten the load on the highway and thus negate the need for this expansion.	See Comment #13
				Multimodal Transportation	100 CHIEF CO. 10	
					Dear Chairman Bugg and Commissioners: I write in support of the 135 Calonial Excess Central design as proposed by TxDOT.	See Comment #8
			l		Thank you for your support to address ISS through Audin. This stretch of highway is ranked as the 15th worst for radific congestion in the nation and 3rd worst in which a worst in the state. Anyone who has driven this stretch of road can tell you that I-SS through Audin is overdue for improvements to ment the current and future needs of a growing region to reserve our local and state excenting value for improvements or ment the current and future needs of a growing region to reserve our local and state excenting value for improvements or the current reserved and future needs of a growing region to reserve our local and state excenting value for improvements or the current reserved in the reserved or the state of the state output of the state. Anyone who has driven this stretch of region that it is not the state. Anyone who has driven this stretch of region that it is not the state. Anyone who has driven this stretch of region that it is not the state. Anyone who has driven this stretch of region that it is not that it is not that the state output of the state. Anyone who has driven this stretch of region that it is not that the state output of the state output of the state. Anyone who has driven this stretch of region that it is not that the state output of the state output of the state. Anyone who has driven this stretch of region that the state output of the sta	
2389	Michael McAllister	3/6/2023	MyCapEx Website - Comment Form	General Support	Thank you for your dedication to serving the citizens of Tessis.	
2390	Michael McGill	3/7/2023	MyCapEx Website - Comment Form	Caps/Deck Plazas	Please build the cap throughout as much of central Assists as possible - not just bridges and not some gaping chairs. Without a cap, this project makes Austin works off and I would rather TXDOT not build it state.	Sax Comment #42
			Comment Form		atal.	
2391	Michael McGovern	3/7/2023	Email	Reroute to 130	Mobility,35 Program Manager Tommy Abrego,	See convent #3
					Rabin(35) Program Manager Tomorp years; There have no Auditor resident for 15 years and The convert glas for 135 does not serve the best interests of the city, Across the country, Sighways that ring their cities is the corn for good reason. Residing a massive lightway through the middle of a cycle country and an expensive delay and expensive served for the country and the countr	
2392	Michael McNodo			Do not widen/no build		Sup Commant #A
2392	MCNOIDY			DO not widerly no build	Mobility35 Program Manager Tommy Atrogo, Mail Teas Operations of Energiciation, Earn Atron (Time Advisor Adv	
					Twito Teach Diperiment of Transportation. The Commission of Transportation of Trans	
				Latent/Induced Demand	Adding more laines WILL NOT HELP CONCESTION, puricularly through a busy oily, it will simply expand the Sosprint of current traffic, adding thousands of additional vehicles, creating dangerous conditions for read users and readily residents.	See Comment #18;
					for road users and nearby residents.	
				Air Quality/Noise	It will increase pollution and noise levels. It is an eyescre and is not velcome by the community, only valguely belarated.	Sax Comment # 34
				Reroute to 130	1.35 needs to be revoted around Austin. This must happain.	See Comment #3
				Public Transit / Multimodal	There is so much that could be put in place of the current I-35 trajectory, such as walk-able bodieseds with an emphasis on public bamportation, parks, neighborhood connections, new businesses and housing, blood ISS to 361-330. As a concerned, whiting clother of Austin; I do not sent or welcome the expension of ISS.	See Comment #13
				Multimodal Transportation	Rocating, Move 13th to 281.230. As a concerned, violing critisen of Asatin, I do not want or welcome the expansion of 1-35.	
	Commenter reame	Date Received	Source	Topic	Comme.	HOSPITES

					In segment is the painty assessment of the fig. 50 2279 Point Tension (a) on the painty assessment and the fig. 50 2279 Point Tension (a) on the painty assessment to the p	See Comment #3D
					Apport Bhild intersection - it is clearly designed purely for efficient variouslar circulation with ITBS registral for the experience of source project or non-indicrosal wheeled triansportation. Single Point Urbain Interchange (SPUTs) are claimed to be selfer and more efficient for whickups trivel but there only make the overall postedistrain crossinals longer and less appealant, more from consuminat, increases alternal exposure to environmental hazantaria including air postulation, noise, these	
					and increase risk of injury or death. SPUI's discourage non-whicular transportation thus incentiviting vehicular transportation - which should be included as a cumulative impact and considered as part of induced growth. The current design at	
					Argont Bhild manages to microsiste the padestrian triaved distance across 1-35 and/or Argont by the manages to microsiste the padestrian triaved distance across 1-35 and/or Argont by tenior what it currently is, not to insertion the change in elevation that people on toot or bise are forced to navigable due to turnels and overpasses. The SSRI at all terms remanagescribe forces analysism in invasional models and a force and overpasses. The SSRI at all terms remanagescribe forces analysism in invasional models and a force analysis	
					accommodate dedicated pedicates and bucycle crossings of Apport Etw in the center of the system directly under the north and southbound signals. Whiteles would still pass uninterrupted during the signal phases that all reports the center of the system directly under the north and southbound signals. Whiteles would still pass uninterrupted during the signal phases that all reports the center of the system directly under the north and southbound signals.	
					Airport Bhd and the vehicles onto the turn-arounds on the frontage reads. The key difference in the current plan and a better plan is accepting that vehicles and pedestrians will interact at some point. and that the determination of where those	
					elevation changes not people. The turnskis undermath Airport are not all good idea as they will be unsafe and unknown that the climb back up to grade will be very difficult for most people on foot or take only to still have to cross the intersections	
				Bike/ped safety	from the on and off ramps connecting to the frontage roads. The shared use paths proposed are dupticitous and nonsensical for local travelers. There is no need for two turn lanes in each direction entering the frontage roads, one would suffice.	
					The three lanes north and south bound Argord yest beyond the project area are already dangerous enough and lack crossings outside of this project area, increasing the throughput of vehicles along Arport will only make these other crossings more efficient and datasetous for environ in a montowed which or or not not brick. There also seems to be little to no consideration for the Chry of Austria's darks of earliest and so the lanes on entities are sized of involves, realizably the veision of the chry of Austria's darks to establish corrected by their sized of involves, realizably the veision of the chry of Austria's darks to establish corrected by their sized of involves, realizably the veision of the chry of Austria's darks to establish or contents of the lanes on entities are not all the chry of the	
					sidewalks with shared use paths is not good enough, they need to integrate with proper bicycle infrisstructure that is already planned by the City. To save TaOOT sine and money have made a further proposed alternative to the Modified	
					Absentive 3 for the shared use paths at Airport. You can email me. for my improved design which shortens the travel distance in all directions for non-incordate travel crossing I.35 at Aircraft plant and a respect to the paths are administrative for end-interpretation production and in a distance in all directions for non-incordate travel crossing I.35 at Aircraft plant pl	
					administrate the need for supervisor infrastructure like turnels or bridges, shortens the length of shared use paths, reduces project cost, and prioritizes the safety and mobility of those of us who triver locally and do not rely on a car or 135 on a	
					Again that we desire with the section of the sectio	
				water quality	In response to the plans presented at the Feb. 9th 2023 Public Hearing for the proposed Modified Alternative 3: HI am reading these plans correctly, then this design has a large amount of untreated	See Comment #225
2393	Michael Melhaus		MyCapEx Website - Comment Form		stormwater diverted under Cassar Chavez and outfailing directly into the Colorado River below longhom dam. The lack of consideration in the design for water quality and sensitive equatic habitat in the river is appailing. Even out failing such a	
					pipe in leighter lake would be better their diverting it below the dam- at least some of the contaminants would settle out in an already poliude lake rather than run down river. I those you will realize which a terrible idea this turnel is and come in with a behavior of the realized representations to receive the realized representation to realized representation to realized representation to realize the	
					than this. Are there any alternative solutions being discussed? Which regulatory agency do I need to call to get an explanation of how this is even legal? Have you informed all the communities downstream that they can forever expect more	
					pollution and lower water quality in the Colorado river? What is	
					securious parts processed to retrained set one assessment of the processed securious parts of the p	See Comment #18
					And, arguing that Austin's economic growth precedes any influence this project will have on Induced Demand is a Se, as is claiming that over 80% of traffic on the interstate is local. If it's local, why is it called an interstant? What is your definition	
					transporting one or two persons. The constantly increasing number of cars cause traffic jars and make them indicated and slow as a means of getting from one point to another in the city-more larges equals more striffic. What are we supposed	
					to do in 50-80 years when traffic jams to a halt on 20 lares, widen the highway again? Most cars are using fossil fuels, thereby destroying the environment on our planet with co2 emissions. Our children and we move around in the city constantly	
					nearing our rives. In cult missay, a single concentration or government on does connection to postioners and excision misses, are row proving to connect us that executioning postioners sanctured as an or an amount of the connection of the connect	
					from any same societal point of view. Cars make sense for long distance transport and in rural districts. But in the cities, they are a leftover from less democratic and more brutal times, and are bad for people. By the very nature of attempting to	
				Latent/Induced Demand	allowable traffic james and increases throughput this project invites more cars into our urban center, and we need to be headed in the other direction - away from car dependency. This project makes this project makes that projects more difficult locally and nationally differen and invocation of more throughout the promotion of the property of the project of the pr	
1	1	1			In response to the query generated and the No. 200 2019. Note theretoeld controlled and the controlled and t	
1	1	1	1		polithing, sales, light-weight trainingent and predictorians. This would free up large quantities of public space which could be used for polithing purposes, growing food, micro businesses etc. Wide bitycle-lanes should be established to allow for a great devised by human or small series effectived provingent exhibition. First predict only by the grownouth of the settler good proving regions and the settler growing and the settler growing and the settler growing provingent growing the growing food, micro businesses etc. Wide bitycle-lanes should be established to allow for a great devised by human or small settler effective exhibition. First predict only by the grownouth of the settler growing proving food, micro businesses etc. Wide bitycle-lanes should be settler growing to the growing food, micro businesses etc. Wide bitycle-lanes should be settlered to all the growing food, micro businesses etc. Wide bitycle-lanes should be settlered to all the growing food, micro businesses etc. Wide bitycle-lanes should be settlered to all the growing food, micro businesses etc. Wide bitycle-lanes should be settlered to all the growing food, micro businesses etc. Wide bitycle-lanes should be settlered to all the growing food, micro businesses etc. Wide bitycle-lanes should be settlered to all the growing food, micro businesses etc. Wide bitycle-lanes should be settlered to all the growing food, and the growing food, a	
1	1	1	1		any loss impact to our community is a bold-faced in. There is no equivalent mitigation that could even come dose to the impacts this project has our community in a bold-faced in. There is no equivalent mitigation that could even come dose to the impacts this project has on the ground in the community. Giving \$10 million dollars for but minimatenance is embarrassing.	
1	1	1	1		any less impact to our community is a bold-faced list. There is no equivalent mitigation that could even come dose to the impacts this project has on the ground in the community. Offlering \$10 million dotales for bus maintenance is embarrassing and \$100 million for enhanced sets/sets treatments you should already be doing in the first place is	
1	1	1	1		not mitigation, it's effensive.	
			1			
					Associated Program Manager Tomory (whose). With younsel date as many control or in higher year personner, a found to clear that using personnel dorses to expend a congrated freeze yell only bring more competion. Sorry, during control of the higher and personnel dorses to expend a personnel dorses to expe	DAN CONTRAINT #5
					again when more the parking lot that is 1-35 turns into a sprawling parking lot with whitdes sitting going less than 20 miles an hour. We all agree that the current state of 1-35 is unacceptable, however, this should have been addressed over	
2394	Michael Montoya	3/7/2023	Email	Do not widen/no build	101-years ago, Actually, through that is what the 45 and 100 freeways were for, to divert tailfit that wasn't going into the downtown core to go around the city's already high-demand traffic areas. Not only is the highway congested but even the off careno, desired reads are arrived traffic areas. And core is the highway congested but even the off careno, desired reads are arrived traffic areas. And core is the highway congested but even the off careno, desired reads are arrived traffic areas.	
					off rains ps, feeder reads and afternal reads are more conjected now. I don't believe trianst criented development will be the only solution since intensing a very tow, however, more laines on the highway sort a solution since there will only be more carried by being the factor of the being will be tracted reliable solutions on the highway sort a solution since there will not not be the contributed to be second downtown unless delivering downtown and possible HDV/Express laines could be used. I think we should rethrink all alternatives to help address the congration without spiriting the city even further between East and	
					be incertificate to go around downtown unless delivering downtown and possible HDV/Express lanes could be used. I think we should rethrink all alternatives to help address the congestion without splitting the city even further between East and West Austri.	
2395	Michael Moritz	+	1	Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	See Comment #5
		1			Recentings 10.00 regions rearranged to common Average. Greaterings 10.00 regions are recently as the recent of the recent of the recent of people, not care. TriDOT has a responsibility to provide safe, efficient, cost effective transportation.	
1	1	1	1		I appose TADOT's plans to expand 1-35 in central Austin. We need to be prioritizing the movement of people, not cars. TADOT has a responsibility to provide sufe, efficient, cost effective transportation infrastructure for Texans.	
	1	1	1			
				Multimodal transportation	In an urban area like Downtown Austin, the return on investment for improved walk, bike, roll, and transit infrastructure will be significantly higher than car laines.	See Comment #20
				Regional connectivity	Texans also crave regional rail along the I-35 corridor. This project must allow for the integration of regional rail.	See comment #1
				Regional connectivity	Texans also crave regional rail along the I-SS corridor. This project must allow for the integration of regional rail.	
				Community Alternatives	I support afternatives proposed by the community group Rethiefk 35.	See Commant #4
					Regiards.	
2396	Michael Nahas		MyCapEx Website - Comment Form	Reroute to 130	I understand the need for more transportation to downtown Austin. But the first priority should be encouraging traffic not destined for downtown Austin around the city. It should be a toll to enter Austin and free to go around.	See Comment #3
				Air Quality/Noise	As for an expected 195 from both and of the Physical and concess Both for control and the Chief behavioral to a chief to be the chief to be the Chief behavioral to a chief to be the Chief behavioral to a chief to be the chief to b	See Comment #34
				An Quanty reside	As far as expanding LSS, fire bot I would like it buried and covered. Both for continuing of the Cityls libric and less noiseaul projects. In missip, the cover will probably only be covered by the covered property of the cityls libric and less noiseaul projects. In missip, the cover will probably only be covered by the covered projects and projects and projects the spirits of the covered projects. In the covered projects are considered by the covered projects and the covered for covered projects and the covered for covered projects and the covered for covered projects and the covered for covered projects and the covered for covered projects and the covered for covered projects and the covered for covered projects and the covered for covered projects and the covered projects and the covered projects and the covered projects and the covered projects and the covered projects and the covered projects and the covered projects and the covered projects and the covered projects are covered projects and the covered projects and the covered projects are covered projects and the covered projects are covered projects and the covered projects and the covered projects are covered projects and the covered projects and the covered projects are covered projects and the covered projects are covered projects and the covered projects are covered projects and the covered projects are covered projects and the covered projects are covered projects and the covered projects are covered projects and the covered projects are covered projects and the covered projects are covered projects and the covered projects are covered projects and the covered projects are covered projects and the covered projects are covered projects and the covered projects are covered projects and the covered projects are covered projects and the covered projects are covered projects and the covered projects are covered projects and the covered projects are covered projects and the covered projects are covered projects are covered projects and the covered projects	See Contract #24
					grows and goal schar, we around the state in control of the results of the results around the state of the control of the state of the results around the state of the results around the state of the results around the state of the results around the state of the results around the state of the results around the state of the results around the state of the results around the state of the results around the state of the results around the state of the results around the state of the results around the state of the results around the state of the results around the state of the results around the results are results around the results around the results around the results around the results around the results around the results around the results around the results around the results around the results are results around the results around the results around the results are results around the results are results around the results are results around the results are results around the results are results around the results are results are results are results are results are results are results are results are results are results are results are results are results are results are results are results are results are results are resu	
2397	Michael	2/23/2023	Email	Do not widen/no build		So Connect 45
2397	Michael Richard Jubb	2/23/2023	Email	Do not widen/no build		See Connect #S
	Michael Richard Jubb	2/23/2023	Email		No TubOT TubOT. Is not want to disk enound any obj. in a whetics. I the and work in Lumbor, England and an milli communing every day person the obj. by table at a gind 74, passing miles and miles of their stationary traffic—or worse still people waiting for boars and up to permitten with. Thus before upon in its tracks the word hearth class created by profusion and an enouty selectively projection abditional to their case.	
2397	Michael Richard Jubb	2/23/2023	Email	Do not widen/no build Do not widen/no build	to 1007 1007. In or case to disk amond any dyn is a velocia. The and work is London. England and all commoding every day across the city by table at agod 14, passing roles and miss of other stationary toolfs. or were still people waiting for boars and in commoding the commodities of the stationary toolfs. or were still people waiting for boars and in commodities of the stationary toolfs. Or were still people waiting for boars and commodities of the stationary toolfs.	Sea Connected 45 Sea Connected 45
	Michael Richard Jubb Michael Piley	2/23/2023	Email		to 1007 1007. In or case to disk amond any dyn is a velocia. The and work is London. England and all commoding every day across the city by table at agod 14, passing roles and miss of other stationary toolfs. or were still people waiting for boars and in commoding the commodities of the stationary toolfs. or were still people waiting for boars and in commodities of the stationary toolfs. Or were still people waiting for boars and commodities of the stationary toolfs.	
	Michael Richard Jubb Michael Riley	2/23/2023	Email		No TubOT TubOT. Is not want to disk enound any obj. in a whetics. I the and work in Lumbor, England and an milli communing every day person the obj. by table at a gind 74, passing miles and miles of their stationary traffic—or worse still people waiting for boars and up to permitten with. Thus before upon in its tracks the word hearth class created by profusion and an enouty selectively projection abditional to their case.	
	Michael Richael Jubb Michael Riley	2/23/2023	Ernait		to 1007 1007. In or case to disk amond any dyn is a velocia. The and work is London. England and all commoding every day across the city by table at agod 14, passing roles and miss of other stationary toolfs. or were still people waiting for boars and in commoding the commodities of the stationary toolfs. or were still people waiting for boars and in commodities of the stationary toolfs. Or were still people waiting for boars and commodities of the stationary toolfs.	
	Michael Richaed Jubb Michael Riley	2/23/2023	Ernal		to 1007 1007. In or case to disk amond any dyn is a vehicle. The and work is London. England and all communing very day across the city by table at agod 14, passing roles and miss of other stationary toolfs. or were still people vehing for boars and on communing to the community of the communi	
	Michael Richael Jubb Michael Riley	2/23/2023	Ernal		to 1007 1007. In or case to disk amond any dyn is a vehicle. The and work is London. England and all communing very day across the city by table at agod 14, passing roles and miss of other stationary toolfs. or were still people vehing for boars and on communing to the community of the communi	
	Michael Richard Aubb Michael Riley	2/23/2023	Email	Do not widen/no build	In the ToOT ToOT. In the ToOT ToOT. In the ToOT to distance of any oligin is a validate. The and much is Limited, "Expland and all notific communing every day promote the (in) by table at aged 74, passing mise and mise of then distances traffic. or worse all people waiting for boars add to promote traffic. The following conjunct is traffic. The second promote traffic is traffic. Additional Standards Region from places, and all communities are 15%. These Additional are 15%. These Additional are 15%. The Additional Conference of the Conferenc	See Connect #S
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	Accessor No. 10	David David of	A	Waste	August	Account
10	Commenter Name	Date Received	Source		Comment	Megones
					Akey fault in 1.00T's preferred plan for 1.55 in that they eliminate all contributional access to 1.55 from south of Poversida Drive up through 8th Shreet. All drivers seeking contribution (1.55 access from (a) Poversida Driver up through 9th Shreet and (b) that large portion of Dovertone which is south of 8th Shreet will be amendment on the 1-4 frame of the 1-5 service resident from Contribution Shreet will be amendment on the 1-4 frame of the 1-5 service resident from Contribution Shreet will be amendment on the 1-4 frame of ment 35 service resident from from Contribution Shreet Poversida Contribution Shreet resident from Contribution Shreet Poversida Cont	See Comment #5
					roversize time and is according registromotics, (o) the product makes the condition of the	
					continuents of the 5-4 feature of the 5-2 feature o	
					sales the coact make when the rightness and operations, could use absolute contract, which is contracted to the coact makes when the rightness pass of 0.50 at change of 1.50	
					Chaivez lanses for construction staging. Project Connect, which can no longer afford turnelling through downtown, will be building rail lines on or above Cear Chaivez Street west of Trinity which will likewise take Cear Chaivez Tanes out of service.	
					A TADOT must add a second northbound 1-35 scooses point in downtones, south of Cear Chiavez. The practical place for this is to provide access to the 1-35 main lanes via the flyover bridge that is already	
					In the plan, to be built between Holly and Ceiar Chieves Breats. EXPOYS environmental immediate statement ships for statement	
					Expects to shall find the integrated on surrounding desires and from growth in surrounding wasses on in project. Different growth or the project on surrounding desires and from growth in surrounding wasses on its project. Different growth or the project on surrounding desires and from growth in surrounding wasses on its project. Different growth or the project on surrounding desires and from growth in surrounding wasses on its project. Different growth or the project on surrounding profession growth or grow	
				Do not widen/no build	Different ground recognize that the Rainery District is undergoing unprecedented growth right smack in the middle of all three mega projects (i)-25 rebuild, doubting of Convention Center, Project Connect on Ceau Chavezi. Most Rainery Existic Uniferent Index and Floor Chave Strain. All formers of the Strain Center of Convention Center, Project Connect on Ceau Chavezi. Most Rainery Existic Uniferent Index and Floor Center of Center of Convention Center, Project Connect on Ceau Chavezi. Most Rainery Existing Center of Cente	
					Many thousands of Rainey Street residents are likely to be entrapped even under the best of circumstances.	
2404	Michael Singer					
				Construction		See Contrient #178
					CTNDOT considers traffic and as-built conditions only before its project starts, then after it is done. TNDOT must consider then disclose how conditions will be during the six wears of construction. How and where will construction are stated, how	
					C.DOT considers traffic and as built conditions only before its project starts, then after it is done. ThOT must consider then disclose how conditions will be during the six years of construction. How and where will construction gets stagest, how when and for his long will make be also seed, and how will need docume be communicated and and condiminated with the local communicate and the OCP, of Austria? What is a facility of the contraction of the condimination of the Contraction of	
					as the table past for internating certificating the constitution process. However, the real real past to be decided about based.	
				Public Transit /		See Correspont #13
				Multimodal Transportation	D.The must billion Project Connect and Convention Center expansion projects are to be built along Geaar Chavez right when TACOT rebuilds. Clear Chavez,7.35. The impact of this simultaneous disruption of downtown traffic should be planned for by TACOT and the City of Austin, who must coordinate road documes and communicate the documes clearly to collabors.	
					for by TsDDT and the City of Austin, who must coordinate road dosums and communicate the closures clearly to citizens.	
2405	Michael Snader	1/30/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Think you for recognizing that 155 through Austin is one of the most congested needway segments in the State of Teass, As this seriously outdated readway is other called the Main-Street of Teass, all Teams should call for bold and decisive action to transform this critical shetch of infestivations into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Corresent #8
1		1			called the Main Dyset of Texas, all Texas should call for bold and decisive action to transform this critical stretch of Industrial recovers that will accommodate the rapid and immense growth we are experiencing in our great State.	
	1	1			Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Very Respectfully, Michael Snader	
1		1				
2406	Michael Watkins	3/7/2023	MyCapEx Website -	Do not widen/no build	There lived in several states and never seen an organization that could spand a lot of money and achieve as little as ThOOT. Every time I turn around, construction that liasts for years, spends billions of defaus and results in changes that simply fail to improve the way people and goods move are stanted, leading me to conclude that ThOOT is just welfare for white people. Please just cannot this project before you screw things up even more.	See Comment 45;
			Comment Form		deliars and results in changes that simply fall to improve the way people and goods move are stained, leading me to conclude that TxDOT is just welfare for white people. Please just cancel this project before you screw things up even more.	
				Do not widen/no build	Loppose the expansion of 1-35 through downtown Austin (1-35 Capital Express Central Project) in any of its forms and ask that ThOOT and Austin leaders earnestly consider reasonable alternatives. Specifically, I do NOT support adding width via more or wider lanes and do NOT support adding beight by elevating lanes through downtown. I DO generally support exploring a full cap from Lady Bird Lake to Airport Bivd.	See Comment #5
	1	1			To the state of th	
2407	Mirhael Whitney	215.000	VOH			
		1	You			
1				Reroute to 130	AND LOS support re-routing through traffic—especially commercial traffic (trucks)—to \$H 130 with incentives to remove tolling on \$H 190 and/or tolling i35 for non-local vehicles.	See comment #3
		1			And Loss departs recording transport appropriate to the property of the Company o	
2408	Michael Wiggin			Do not widen/no build	MobilityS Program Manager Tommy Abrego, Date Mr. Parener Date Mr. Parener Date Mr. Parener Date Mr. Parener Date Mr. Parener	See Commant #5
					No family and (wife, 2 teeragers) have owned a home and rived in the Cherrywood neighborhood since 2015. Please consider our input when finalizing the decision to augment highways through and around Austin, TX.	
					TxDOT's plans for I.35 and I OPPOSE expansion.	
				Latent/Induced Demand	1.00Ts proces in this project in Eleved. It gloose indicad Demand, construction impacts, particulate matter pollution from the waier, the failure of almost all high-way expensions, the access of fewering removals, and its traffic notating all facility. The access of fewering removals, and its traffic notating all facility appearations DOMT work.	See Comment #18
					removals, and its traffic modeling is flavored.	
				Air Quality/Noise	They worsen congestion jas we saw with the Kary Freeway in Houstoni, air noise and water pollution, safety, and trainportation options beyond driving, 10 years of construction for just a few years of congestion noise in NOT worth it. I implice you to think about the next 50 years, not the next 10 which is what has gotten Austin into the mess it is in when it comes to efficient transportation across all mediums (highway, thorough fains, busies,	See Comment #34
					congesion relief is NOT worth it. I implore you to think about the next 50 years, not the next 10 which is what has gotten Austin into the mess it is in when it comes to efficient transportation across all mediums (highway, thorough fares, buses, buses, localized for amounted holds for amounted holds for amounted holds for amounted holds for amounted holds for a for a finishment of the formation of the formation of the formation of the formation of the finishment of the formation of the finishment of the finishment of the formation of the finishment of the finishm	
					trains (or complete lack thereof). 1 don't waret to use an intensive highway for my local trips. There are well researched and thoughtful proposals out there that TuCoT seems to be ignoring?	
				Reroute to 130	sen FOR the Metrins.25 proposal, re-designating another highway such as 25-120 as an intentials and making 1.55 a bit must where semi-trooks are prohibbled from driving drough Austin. Additionally, a long term solution approach would be a public transfering project, focusing on building out light real and may be high only light and lead may be option not to have to the newspelled support ECOF, Austin CO, Countain, and the representatives become long one impropace and editions or the about term. That has you for your consideration.	See comment #3
					public transit-first project, focusing on building out light rail and more bus notets to give people the option not to have to drive everywhere! Exempt 1900 1, Austric Chris Council, and other representatives to focus on tena-ferm immacks and solutions, not the short harm. Thank you for your consideration.	
2409	Michael Zozokos	2/16/2023	MyCapEx Website -	General Support	These latest designs look great As a community member, I'm thrilled at the idea of rusy connecting East Austin to downtown and bringing the long divided areas together - And majebe even with public parks and community areas on potential caps. Also cannot wait for 1-35 traffic to be improved:	See Contrient #8
			Comment Form		and community areas on potential caps. Also cannot wait for 1.35 traffic to be improved:)	
2410	wichele Haram	50(1011	VOH	Do not widen/no build	As a longtime Austin resident, Toppose the proposed changes to ISS because the plan does not address traffic congestion; instead will add to it	DAN CONTRACT #2
				Air Quality/Noise	The impact on the air quality and environment have not been made clear, and the ease of gitting around town would be hampered rather than helped. More lanes equals more traffic.	See Comment #34
						See Comment #S
1					Dour Chairman Begg and Commissioners. If the poly of recogniting the 15th Shough, Auctin in one of the most congenier readway segment in the State of Teas. As this seriously auditived readway is often called the Main Show of Teas., all Teams should call for told and decisive aution to surface the control intention of the individual will be a surface to the control intention of the individual will be a surface to the control intention of the individual will be a surface to the control intention of the individual will be a surface to the control intention of the individual will be a surface to the control intention of the individual will be a surface to the control intention of the individual will be a surface to the control intention of the individual will be a surface to the control intention of the individual will be a surface to the control intention of the individual will be a surface to the control intention of the individual will be a surface to the control intention of the individual will be a surface. If the control is the control intention of the individual will be a surface to the control intention of the individual will be a surface to the control intention of the individual will be a surface to the control intention of the individual will be a surface to the control intention of the individual will be a surface to the control intention of the individual will be a surface to the control intention of the individual will be a surface to the control intention of the individual will be a surface to the control intention of the individual will be a surface to the individual will be a surface to the individual will be a surface to the individual will be a surface to the individual will be a surface to the individual will be a surface to the individual will be a surface to the individual will be a surface to the individual will be a surface to the individual will be a surface to the individual will be a surface to the individual will be a surface to the individual will be a surface to the individual will b	
2411	Michele Nelson	3/7/2023	Email	General Support	action to brandom this critical stretch of intrinstructure into a roadway that will accommodate the rapid and immense growth we are expeniencing in our great State. Accordingly, in an writing today to expense any comprises export not the 15-50 Explait Express charted alongs an expressed by ThOST Tropped by ThO	
	1	1				
2412	Michelle Barrows	1/31/2023	MyCapEx Website -	Regional connectivity	We need a high speed rail from major cities!	See comment #1
			Comment Form			
2413	Michelle Broecker			Do not widen/no build	Mr TuCOT TuCOT, 1 oppose explanding (195.	See Comment #5
1		1			з хоружиет теритильную полько.	
1		1		East/west connectivity	East-west crossings should be at least every 1/4 mile.	See Oversed #20
1		1				
1		1		Lower Speed Limits	All non-high speed readways in Austin should be designed for 25mph and be safe for all read users.	See Comment #395
1		1		Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise polistion; health irripacts; heat island impacts; and crashes.	See Comment #34
1				Bike/ped sefety		See Comment #30
1		1		servey pred SMRRTY	I don't want to travel around Audin or an interstate highway, whether in a car or by walking or bicycling, I want safe, pleasant, and walkable and bikeable streets. I want community alternatives to expansion, including Reconnect Audin and Rethrink 35, to be fully studies.	
1		1				
		1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	Helio, I am a San Antonian in support of building a rail rethork between San Antonio and Austin.	See comment #1
2414	Michelle C.		Comment Form			
2414	Michelle C.					
2414	Michelle C.			A consider the constant of the		
2414	Michelle C.			Do not widen/no build	To not support any of the plans proposed by TNDOT related to 155.35 should not be made any valor and the number of easily/west crossings should not be reduced. 155 should either be harmed into a law to TMDE (seek with intench) toward develored to 1830 or Morbics or I should be copped and covered by parks that encourage easily-west programmed of the modes of transportation (passing, bloing, bases and trains).	Sau Comment #S:
2414	Michelle C.			Do not widen/no build	As not support any of the plans proposed by TDCP related to 158. 135 should not be made any valve and the number of wait, wont crossings should not be reduced. 135 should where be taken to the value of the plans to the value of the plans to the value of the plans to the value of the plans to the value of the plans to the value of the plans to the value of the plans to the value of the plans to the value of the plans to when the plans to the value of the plans to when the plans to the value of the plans to t	See Comment #S;
2414	Michelle C.			Do not widen/no build	In this apport to prifting proposed by TDOT mission to 1.55 x 2.15 x and risk to make any rate and the resolvent of early used consisting about it on the values. 1.55 should not be because the proposed by the control of the resolvent of the res	See Comment 4th
2414	Michelle C.				soffic make with theory) trust diswrise to 3.24 febber or should be opposed and convert by pains that emissioning manifestation specifies and other revious of transportation healthing being, bloss and trains). This is not with all admittals want. The commonly drawing created a vacion for 155 and the plan proposed by TSCOT divergents what the proposed if Austin want. If you have not the proposed of Austin want.	
2414	Michelle C.			Do not widen/no build Racial Justice	soffic make with theory) trust diswrise to 3.24 febber or should be opposed and convert by pains that emissioning manifestation specifies and other revious of transportation healthing being, bloss and trains). This is not with all admittals want. The commonly drawing created a vacion for 155 and the plan proposed by TSCOT divergents what the proposed if Austin want. If you have not the proposed of Austin want.	See Comment #5
2414	Michelle C.			Radial Justice	softic cases with interrely trust devients in \$2.30 s follow: or inhead to expect and covered by pasks that or enrounding manifest interpretation and their modes of transportation legalized. This is not wisely administrated that the contract of the commonly exempt contained as when the 12 size with the propriet of pasks and the pasks of administration and the contract of the cont	See Contract #3
2414	Michelle C.				soffic make with theory) trust diswrise to 3.24 febber or should be opposed and convert by pains that emissioning manifestation specifies and other revious of transportation healthing being, bloss and trains). This is not with all admittals want. The commonly drawing created a vacion for 155 and the plan proposed by TSCOT divergents what the proposed if Austin want. If you have not the proposed of Austin want.	
2414	Michelle C.			Radial Justice	Notice cases with theorety two of devented to \$2.50 is filled or a chooled for opposed and converted to passible for an external activation of their recolour of insequentation invaliding blong, however of training. This is not used and administration. The commonity develop required as a control to \$2.50 in and the plan required by \$1.000 filled graph and it the proposed of Automatical A	See Contract #3
2414	Michelle C.			Radial Justice	Notice cases with theorety two of devented to \$2.50 is filled or a chooled for opposed and converted to passible for an external activation of their recolour of insequentation invaliding blong, however of training. This is not used and administration. The commonity develop required as a control to \$2.50 in and the plan required by \$1.000 filled graph and it the proposed of Automatical A	See Contract #3
2414	Michele C.			Radial Autice Public Transit / Multimodal Transportation	Notice cases with theorety two of devented to \$2.50 is filled or a chooled for opposed and converted to passible for an external activation of their recolour of insequentation invaliding blong, however of training. This is not used and administration. The commonity develop required as a control to \$2.50 in and the plan required by \$1.000 filled graph and it the proposed of Automatical A	See Comment 4.3 See Comment 4.3
2414	Michele C.			Radial Justice	softic cases with interrely trust devients in \$2.30 s follow: or inhead to expect and covered by pasks that or enrounding manifest interpretation and their modes of transportation legalized. This is not wisely administrated that the contract of the commonly exempt contained as when the 12 size with the propriet of pasks and the pasks of administration and the contract of the cont	See Comment 4.3 See Comment 4.3
2414	Michele C.			Resial Autore Public Transit / Multimodal Transportation Cupy/Deck Plazas	In this case of the distribution of the distri	See Communit #3 See Communit #3 See Communit #3
				Radial Autice Public Transit / Multimodal Transportation	softic cases with interrorly task devients to \$2.30 is follow or in black the copyright or copyright or consumpt any interest or part and interest the copyright of the copyright or consumpt any interest that proposed or for the copyright or copyright o	See Comment 4.3 See Comment 4.3
2415	Michelle C. Michelle Janssen		MyCagE: Website -	Resial Autore Public Transit / Multimodal Transportation Cupy/Deck Plazas	softic cases with interrorly task devients to \$2.30 is follow or in black the copyright or copyright or consumpt any interest or part and interest the copyright of the copyright or consumpt any interest that proposed or for the copyright or copyright o	See Communit #3 See Communit #3 See Communit #43
			MyCapEx Website - Curreners Form	Resial Autore Public Transit / Multimodal Transportation Cupy/Deck Plazas	softic cases with interrorly task devients to \$2.30 is follow or in black the copyright or copyright or consumpt any interest or part and interest the copyright of the copyright or consumpt any interest that proposed or for the copyright or copyright o	See Communit #3 See Communit #3 See Communit #43
			MyCapE+ Webste - Commer Form	Parties Austriae Public Toward, Multimodel Transportation Capp, Own Places East/west connectivity	softic cases with interrorly task devients to \$2.30 is follow or in black the copyright or copyright or consumpt any system or supposed on or other monitor of insequentation healthing blang, bases and training. This is not wish advantables want. The commonly investigated as when the \$2.50 is not the plan reposed by a monitor of \$2.50 is not the plan reposed by \$2.50 is not the plan reposed by \$2.50 is not the plan reposed by \$2.50 is not \$2.5	See Communit #3 See Communit #3 See Communit #43
			MyCapE+ Website - Commune Form	Resial Autore Public Transit / Multimodal Transportation Cupy/Deck Plazas	In this case of all adults want to be called the process of the case of the process of the case of the process of the case of the process of	See Communit #3 See Communit #3 See Communit #43
			MyCapit: Website - Commune Form	Parties Austriae Public Toward, Multimodel Transportation Capp, Own Places East/west connectivity	In this case of the distribution of the distri	See Communit #3 See Communit #3 See Communit #43
			MyCapE+ Website - Commert Form	Parties Austriae Public Toward, Multimodel Transportation Capp, Own Places East/west connectivity	In this case of all adults want to be called the process of the case of the process of the case of the process of the case of the process of	See Communit #3 See Communit #3 See Communit #43
			MyCaglift, Worksite: Comment Form	Parties Austriae Public Travest, Multimodel Travesportation Capp, Own Places East/west connectivity	In this case of all adults want to be called the process of the case of the process of the case of the process of the case of the process of	See Communit #3 See Communit #3 See Communit #43

				Reroute to 130	- We have other, better options for intercity traffic: Auctin in 2023 has the opportunity to still be highway anteries outside of the city center (such as 183) for intercity travel. We can focus on utilizing a robust public transportation system within the city's downtown. There is no neason to funned suburban or intercity travelers speeding through the heart of a vibrant city.	See comment #3
				Multimodal transportation	The plan to fully cap 135 would be batter for the health of the city and its people by connecting the east and west side of the city, reducing pollution, reducing risk of traffic deaths, retaining longstanding housing and businesses which are integral to the community, and encouraging more active transportation like walking and biking.	See Comment #20
					- Research shows that expanding 1-35 will not solve our traffic problems: Research and other cities' experiences show us that more lained do not reduce traffic. The increase in laines actually leads to more	
				Letent/Induced Demend	 - Measured's shows that expanding E-35 will not solve our traffic problems: Research and other others' expansions show us that more lanes do not reduce traffic. The increase in lanes actually leads to more people driving. 	See Corrent # 215
ID.	Commonter Nome	Date Bressing	Parrata	York	Company Compan	Brown Co.
	Committee reason	Date received	303104	Air Quality/Climate Change		Sau Commant #15
					The plan proposed by TDDOT will increase pollution, ducrease the health of residents, reduces active transportation in the area, and increase traffic injury and featility. - Climiter changes reset: For the health and writiness dirtury plant as well as the safety and security of our city in the Sicre of climate change, we should vesset policies and plan cities that encourage shared transportation systems and reduces the residence, as popularly those health by plantine.	
					Mobility35 Program Manager Tommy Atrogo, Hello,	See Connent #5
				Do not widen/no build	helds, Lear writing as a native Ream who has lived in hit country for 25 years and Audin for 71, would like to state that I reject the idea of 35 expension, we have seen in the peet that those types of projects do not work to actually reduce traffic. I have seen to happen in throaten and where it give up with Dallac, 455 expension to be present to be a present of the present of the seen to the second or the present of the present of the period or the present of the present of the period or the present of the period or the present of the present of the present of the period or the present of the period or the present of the period or the present of the period or the	
2416	Miguel Soria			Air Quality/Noise		See Comment #34
				Air Quarty/rease	Not to mention some of the businesses and homes would be affected by the noise and pollution created. Please strongly reconsider as this will affect our community. Thank you for taking the time to nead over this!	Data Contraint e 24
2417	Mikaela Sanders	2/11/2023	MyCapEx Website -	Do not widen/no build	Phase do not expand 135 North of 45th	See Comment 45
			Comment Form			
2418	Mikala Lowrance	1/12/2023	Email	General Support	One Chamman Bodg and Commissioners. Then's you for recognizing that 135 through hards in our of the most congenier reading appetrat in the State of Texas. As this surround publicat creatives a disease of the State of Texas. As the surround publicat creatives a state of the stat	See Comment #8
					called the Maint Street of Treak, all Teams should call for bod and decisive action to transform this critical shelph of infastructure into a readway that will accommodate the rapid and immense growth we are expeniencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this	
					TREQUEST.	
2419	Mike	2/1/2023	MyCapEx Website - Comment Form	Regional connectivity	We really need a community train in San Antonio and a training linking San Antonio to Austin and other cities in Tesas.	See comment #1
L	<u> </u>	<u></u>				
2420	Mike Kennedy	1/30/2023	Email	General Support	bed Chairman Bugg and Commissioners: Their you for recognizing that 1.55 through Austin is one of the most congound makeby suppress in the State of Teas. As the seriously additiont makeby is offer contact that the Desire of Teas. As Teas should call for held and decise action to be transformed to retain with the contact and the state of enhancement into a resident will all commodate the report and minimize growth was an experiencing in our great State. Accordingly, line writing takely to express any compasts support for the 155 Copins Depress Central design as proposed by ECOT. These you for your consideration of this recognition.	Sue Commant #8
					Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. M	
					Total .	
					TADOT: I am a longtime resident of central Austin. I live and operate a business within 1 mile of ISS near the 38th St. exit. I want to emphasize the following: oppose expanding I-SS. Eastwest crossings should be at least every 1/4 mile.	Sea Comment #5
					from twent to broad among dustor on an internative lighney, whether is a near or by walking of trollings; part sets, pleasant, on whatchis and bisables streets. It seems only higher yeal from the deviated bits 120 cities with his mostly seems do soon on pass sering the heart of an order area. TOO! and identificate leaf with responsible price from the series of the series where under content have been restalland through the emonal, not the expension, of freeway running through the heart of the oily. There for consideration of the series of the series of the series where under the series of the seri	
					Thanks for consideration, Mike	
				Do not widen/no build		
2421	Mike Osborne	400,000	MyCapEx Website - Comment Form	DO THE WINELY TO DUTIE		
	MAN CALCULA		Comment Form			
				Air Quality/Noise	Expension will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; has island impacts; and consines	See Comment 624
				Community Alternatives	I want community alternatives to expansion, including Reconnect Austin and Rathink35, to be fully studied.	Ter Comment 854 See Comment 84
2422	Mike smith	1/19/2023	MyCapEx Website - Comment Form			Ten Comment 854 Ten Comment 844 Sen Comment 81
				Community Alternatives Regional connectivity	Tract community otherwises to equations, reciding Neutrand Audion and Retribuid 2s, to be fully studed. OSS splits in a mass, it is very to congenied. We ready need more options like light rail or Autora. If their severing the lone star and proposed to this Audion and Self-Address in a good date.	Sea Contract # 2
2422 2423	Mike Smith Mike Stinson	1/19/2023 3/7/2023	MyCapEx Website - Comment Form MyCapEx Website - Comment Form	Community Alternatives Regional connectivity Public Transit,	Feet community alternatives to expension, velocing fleenment Audits and fledinish's, in the fully studed. 125 halfs in a mess, it is way to congened, the ready need more options the light and ordered. These revening the love star red proposed to lose Audits and San Antono is a good also. These recommender the plant for 135 Shrough Audits. We need to modular more incorporation of mean treast including boson and logolise, the weed to have before East What corrections. Our car, one driver is	
2423	Mike Stinson	3/7/2023	MyCapEx Website - Comment Form	Community Alternatives Regional connectivity Public Transit, Multimodal Transportation	Treast commandly alternatives to expension, routing Reconnect Audio and Rethink 35, to be fully studied. 135 traffic is a men. It is very be competed. We ready need more options like light and or Action. I Stock evering the tone star and proposed to lick Audio and Safe Actions as good date. Places reconsider the plan for 135 Shraigh Audio. We need to include more incorporation of mean beamful including bases and biopole. We need to have better East West connections. One car, one other is an activative part of transporation in Audio.	Sec Contract 413
			MyCapEx Website -	Community Alternatives Regional connectivity Public Transit,	Treast commandly alternatives to expension, routing Reconnect Audio and Rethink 35, to be fully studied. 135 traffic is a men. It is very be competed. We ready need more options like light and or Action. I Stock evering the tone star and proposed to lick Audio and Safe Actions as good date. Places reconsider the plan for 135 Shraigh Audio. We need to include more incorporation of mean beamful including bases and biopole. We need to have better East West connections. One car, one other is an activative part of transporation in Audio.	Sea Contract # 2
2423	Mike Stinson	3/7/2023	MyCapEx Website - Comment Form	Community Alternatives Regional connectivity Public Transit, Multimodal Transportation	Feet community alternatives to expension, velocing fleenment Audits and fledinish's, in the fully studed. 125 halfs in a mess, it is way to congenet, the ready need more options the light and ordered. These revening the love start and proposed to lose Audits and San Antono is a good above. These recommission the plan for 135 Shrough Audits. We need to modular more incorporation of most treatly including boson and logolise, the weed to have before East What corrections. Our car, one driver is	Sec Contract 413
2423	Mike Stinson	3/7/2023	MyCapEx Website - Comment Form	Community Alternatives Regional connectivity Public Transit, Multimodal Transportation	Facet community alternatives to experience, volveding fleenment Audion and Medica 25, to be fully shaded. 355 shifts is an ress. It is way to congested, the restly need more options the light and or Antonia. These revening the tone state and proceed to this Audion and Sain Antonia is a good date. Please recorned to light for 135 Shrough Audio. We need to include more incorporation of make threat including flease and boyoles. We need to have before East West connection. Due can, one deterr is not a scattering face for incorporation in Audion. These connection is laid of all hip to gift to Substitution of 35 then properties used of 135 And onto it of 48 th Efficience in Substitution is also of all hip to gift to Substitution of 35 then properties used of 135 And onto it of 48 th Efficience in Substitution is also of all hip to gift to Substitution of 35 then properties used of 135 And onto the first think collection is 35 the properties used of 135 And onto the substitution is also of all hip to gift to Substitution in the substitution is also of all hip to gift to Substitution in the substitution is also of all hip to gift to Substitution in the substitution is also of all hip to gift to Substitution in the substitution is also of all hip to gift to Substitution in the substitution is also described in the substitution of the substitution is also described in the substitution in the substitution is also described in the substitution in the substitution is also described in the substitution in the substitution is also described in the substitution in the substitution is also described in the substitution in the substitution is also described in the substitution in the substitution is also described in the substitution in the substitution is also described in the substitution in the substitution is also described in the substitution in the substitution is also described in the substitution in the substitution is also described in the substitution in the substitution is also described in the substitution in the	Sec Contract 413
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2423	Mike Stinson	3/7/2023	MyCapEx Website - Comment Form	Community Alternatives Regional connectivity Public Transit, Multimodal Transportation	Treast commandly alternatives to expension, routing Reconnect Audio and Rethink 35, to be fully studied. 135 traffic is a men. It is very be competed. We ready need more options like light and or Action. I Stock evering the tone star and proposed to lick Audio and Safe Actions as good date. Places reconsider the plan for 135 Shraigh Audio. We need to include more incorporation of mean beamful including bases and biopole. We need to have better East West connections. One car, one other is an activative part of transporation in Audio.	See Comment #13 See Comment #13 Assess or 1.400 Street
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2423 2424 2424 2425	Mike Stinson Mike Toteson Mike Waineright	3/7/2023 2/9/2023 2/24/2023	MyCapE+ Webster - Comment From Phy sica i Co eren ent Ernail	Certamento Aberradrosa Regional connectivity Ambiel Street Access and 3-810 Street Access and 3-810 Street Do not eviden/fres build General Support	Tract Community, otherwises to apparence, including Resourced Audition and Referring St., to be fully studied. 250 Officials as seed, it as my to companion, including Resourced Audition and Seed Advances by a good date. Annual section of 1.55 Energy Audition. We need to should now incorporation of many breast including bears and trappies, the rest to hand to the Seed Referring Community. One care, and driver in a destination of a section of the secti	Sec Connected #3 Sea Connected #3 Assets and 3-6th Shreet Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5 Sea Connected #5
2423 2424 2424 2425	Mike Stinson Mike Toteson Mike Waineright	3/7/2023 2/9/2023 2/24/2023	MyCapE+ Webster - Comment From Phy sica i Co eren ent Ernail	Community Alternatives Plagarest connectivity Annual Terrain Market Terrain Access at 1.460 Street Access at 1.460 Street Con not wider, no huild Connect Support Do not wider, no huild Later, forbused Demand Later, forbused Demand	Tract community abundance to apparence, including fluorized Audion and Reform 25. to be fully studied. 250 Offices as seed, it as my to congestion. Me region are more options like light rail or Annual. To their severing the love star and proposed to this Audion and Seri Advance in a good date. Annual recommendance to price or 13.5 Enough. Annual, the cent of the studies considered on the star and commendance to price or 13.5 Enough Audion. The cent of the star desired date of addition good in Series and Commendance and	Sec Connected #3 Sec Connected #3 Sec Connected #3 Sec Connected #3 Sec Connected #3 Sec Connected #3 Sec Connected #3 Sec Connected #3 Sec Connected #3 Sec Connected #3 Sec Connected #3 Sec Connected #3
2423 2424 2425 2425	Mine Tolleson Mine Tolleson Mine Tolleson Mine Walnergist Mine Walnergist	3/7/2023 2/9/2023 2/24/2023	MyCapE+ Webster - Comment From Phy sica i Co eren ent Ernail	Community Alternatives Plagarest connectivity Annual Terrain Market Terrain Access at 1.460 Street Access at 1.460 Street Con not wider, no huild Connect Support Do not wider, no huild Later, forbused Demand Later, forbused Demand	Twent community alternatives to appearance, tracking fearment funding and fearlines 25, to be fully enclosed. 155 Offices as seen, it is seen to companion. We contain the price of 155 Offices as seen as a	Sea Comment #13 Sea Comment #13 Assess of 14th Shreet Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5
2423 2424 2425 2425	Mine Tolleson Mine Tolleson Mine Tolleson Mine Walnergist Mine Walnergist	3/7/2023 2/9/2023 2/24/2023	MyCapE+ Webster - Comment From Phy sica i Co eren ent Ernail	Community Alternatives Plagarest connectivity Annual Terrain Market Terrain Access at 1.460 Street Access at 1.460 Street Con not wider, no huild Connect Support Do not wider, no huild Later, forbused Demand Later, forbused Demand	Treat Community alternatives to apparence, including Neuronal Audion and Reform 25, to be fully studied. 255 Officis as seen, it as up to company to the Studies. We ready made many options be agent on the Audion and See Advance in a good date. Annual recognition in Audion. The concerns taked and study is good by Studies. We read to include more incorporation of many treats including bases and topologis. We need to be be lotted for their connections. One six, one driver is an advanced by part of the Audion and See Advances in a substantial place of the Audion and See Advances in a Section of the Audion and See Advances in a substantial place of the Audion and See Advances in a Section of the Audion and See Advances in a Section of the Audion and See Advances in a Section of the Audion and See Advances in a Section of the Audion and See Advances in a Section of the Audion and See Advances in a Section of the Audion and See Advances in a Section of the Audion and See Advances in a Section of the Audion and See Advances in a Section of the Audion and See Advances in a Section of the Audion and See Advances in a Section of the Audion and See Advances in a Section of the Audion and See Advances in a Section of the Audion and See Advances in a Section of the Audion and See Advances in a Section of the Audion and See Advances in a Section of the Audion and See Advances in a Section of the Audion and Sect	Sec Connected #3 Sec Connected #3 Sec Connected #3 Sec Connected #3 Sec Connected #3 Sec Connected #3 Sec Connected #3 Sec Connected #3 Sec Connected #3 Sec Connected #3 Sec Connected #3 Sec Connected #3
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2423 2424 2425 2425	Mine Tolleson Mine Tolleson Mine Tolleson Mine Walnergist Mine Walnergist	3/7/2023 2/9/2023 2/24/2023	MyCapE+ Webster - Comment From Phy sica i Co eren ent Ernail	Customatity Alternatives Plagarest connectivity Annie Transportation Access at 1,840 Brown Access at 1,840 Brown Do not wider/no hold General Support Do not wider/no hold Laters/ trobused Demand Laters/ trobused Demand Access at Support	Twent community alternatives to appearance, tracking flearment funding and flexious 2s. In the fully enclosed. All 25 Offices as seen, it is seen to comparative for the community of the commun	Sea Comment #13 Sea Comment #13 Assess of 14th Shreet Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5
2423 2424 2426 2426 2427	Miles Street Miles Volences Miles Volences Miles Watersenglet	3/7/2023 2/9/2023 2/24/2023	MyCapE+ Webster - Comment From Phy sica i Co eren ent Ernail	Cereminally Abernative Regional connections; Market Trends Access at 1,540 Street Access at 1,540 Street Do not widen/tro-build Cereminal Support On not widen/tro-build Laters/ (Volumed Demand Laters/ (Volumed Demand Ac Quartin/Chined Demand Multimedial Surreportation	Twent community planning the properties to planning the properties and properties	See Connect #13 See Connect #13 Assess of 14th Shoet See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #55
2423 2424 2425 2425	Mine Tolleson Mine Tolleson Mine Tolleson Mine Walnergist Mine Walnergist	3/7/2023 2/9/2023 2/24/2023	MyCapE+ Webster - Comment From Phy sica i Co eren ent Ernail	Customatity Alternatives Plagarest connectivity Annie Transportation Access at 1,840 Brown Access at 1,840 Brown Do not wider/no hold General Support Do not wider/no hold Laters/ trobused Demand Laters/ trobused Demand Access at Support	Tract Community, alternatives to equations, including Resourced Audition and Reference Section 19 (19 complete Section 19 comp	Sea Comment #13 Sea Comment #13 Assess of 14th Shreet Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5
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2423 2424 2426 2426 2427	Miles Street Miles Volences Miles Volences Miles Watersenglet	3/7/2023 2/9/2023 2/24/2023	MyCapE+ Webster - Comment From Phy sica i Co eren ent Ernail	Certinatity Abertative Regional connectivity Administration Access at 1,340 Stress Access at 1,340 Stress Connectivity Do not widen/no build Central Support Do not widen/no build Laters/included Donard Art Quality Christia Change Boarman, Naschroll of Single-connect Multimodel transportation Do not widen/no build	Twent community planning the properties to planning the properties and properties and office and the properties and properties	Sec Continued #3 Sec Continued #3
2423 2424 2426 2426 2427	Miles Street Miles Volences Miles Volences Miles Watersenglet	3/7/2023 2/9/2023 2/24/2023	MyCapE+ Webster - Comment From Phy sica i Co eren ent Ernail	Customation Abstractions Plagarest connections Access at 1-840 Brown Access at 1-840 Brown Access at 1-840 Brown Do not widen/no build Carrier at Support Do not widen/no build Laters/Instance Access at 1-840 Brown Acc	Takes Controlling alternatives to apparence, including Neutrinous Audition and Berlin 255, to be fully studied. 255 Offices as seen, it is not to compare the comparence of t	Sec Connected #3 Sec Connecte

2429	Miles Freeborn	3/1/2023	Ernait	Do not widen/no build	Making Samples Manager Training Visions and Samples Manager Training Visions and Samples Manager Training Visions and Samples Manager	Sac Connect #S
2430	Miles Hosanna	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	I aupport a rail system for San Antonio	Sex connect #1
ID	Commenter Name	Date Received	Source	Topic	Comment	Responses
2431	Miles T Whitten	1/23/2023	Email	General Support	Duer Chairman Bugg and Commissioners: Their you for recogniting that 135 through Audin is one of the most congested readway segments in the State of Teass. As this seriously outdited roadway is offered coulsed by the Man Down of Teas, at Teass should not for took and excess action to transform this critical seriously extend of inflastrations into a mobilety that will accommodate the region and minemate growth was are experiencing in our great States. Accordingly, in writing body to sepress in procritical support for the 355 discharges copyright of your Chart subsequent of the sequent.	Sue Commant #S
2432	Miles Zander	\$94,000	VOH	Reroute to 130	According, I saw writing looky to support sweep or complete support for the 13S Copinit Express Central design as proposed by ToCOT. Thanks you for your consensation of this request. A change to 1.55 is warranted but the plans is in does not address a fundamental issue which is that the project trives to cope with traffic that is matther Austrian 6Austrian of Suburb-to-Austria, of which I speak, is people fundably reply to samply therears the copy of extrain 4 is 35.	See connect #½
				Regional connectivity	The main throughful that pupple would take from a hypothetical San Antonio to Dalas trip should not movine driving a get faith on a way from one of Auditris denses reagification (e.e. R literary Street. Andersoring fortific council the dry as as not to create more traditific for those that he in the ody or MSA should be a printing interest into just creating more larens on one of Auditris most valuation and creats. The 1-35 condor between 54.4 Dalas	See connect #1
					will only become more trafficked as Texas continues to grow, bifurcating regular Austin MSA daily commuters from people merely passing through the city should be the absolute focus, changes to 135 should be secondary.	
2433	Milton Poehler	3/7/2023	Email	Public Transit / Multimodal Transportation	Mathematical Segment Review Primary Annual Primary	Sea Convent #13
2434	Mimi Lawrence	3/7/2023	MyCapEx Website - Comment Form	East/west connectivity	It's in its current form costs Austin into two unequal parts. This is 35 improvement project must add more each vest connections across the highway to better facilitate non-austrecible crossings and cap as much of the project as possible. The endess passed of cross-county tractor trainer trucks really should be routed not feelingly downtown Austin but around the city via Feesa 150. West 15th this original plan for Feesa 150 - a truck route? Why	See Comment #20
2435	Mina Loomia	3/7/2023	Comment Form	Community Alternatives	not allow commercial truck traffic to have toll-free passage on hwy130? DDDT's proposed design, if not modified, will harm, not help our oity.	Se Comment 4-6
2433	2001118	.,,2023			In Board Foots: As understand not that eading expension loves to such how fighteey as 1-35 only makes the compation work. What we need is alternate motion for local spific own extra 1-th the stage of the compatibility of the such as the stage of the compatibility of the such as the stage of the such as before the such as before the such as before the such as the stage of the such as the	
2436	Mindy Hallford	2/7/2023	Email		Due Coperant bag and Commissioners: Their yes for recipring their 155 through hadin is one of the most congested reading segment in the State of Texas. As this services inclined analyse is their segment of their segment in the State of Texas. As the services in the State of Texas. As the services in the State of Texas. As the services in the State of Texas. As the services in the State of Texas. As the services in the State of Texas. As the services in the State of Texas. As the services in the State of Texas. As the services in the State of Texas. As the services in the State of Texas. As the services in the State of Texas. As the services in the State of Texas. As the services in the State of Texas. As the services in the State of Texas o	Sea Contenent # 8
2437	Miranda Sanchez	2/1/2023	MyCapEx Website - Comment Form	Regional connectivity	As the GS confidor becomes busine and the cities between San Antonio and Auslin continue to grow a commuter rail between the two cities can only benefit the state, the cities, businesses and people! Why don't yall want growth and the money that conses with it?	See comment #1
						Sau Comment #5
					Making Samples Manager Transport Review Promy. Promy. In an Chargeronic and Samples S	
				Reroute to 130	(1) A project that remotes mon-local traffic around town, and that does not require local people to go on to an INTER STATE to conduct dealy errands. (2) A project that does not increase the number of cars on the most, and instead increases the number of people getting around in other modes.	See connect #\$: See Transact #19:
						See Comment #18;
				Air Quality/Noise	(3) A project that does not increase air pollution in the form of emissions or particulate matter.	See Comment #34
2438	Miriam Schoenfield			east/west connectivity	(4) A project that reatures connectivity between east and west Austin by allowing for crossing every 1/4 of a mile AT A MINIMUM for all modes.	See Comment #20 See Comment #4
				Community Atternatives	Ob A project for makes as it good to showing possible prime rative. In it is found intring the contract from (the contract prime) the extensity of the contract and contract prime ratio and in the latest proposable prime ratio. This is the face is but in a finish to be found in the latest proposable prime ratio. The prime ratio protect prime ratio prime	Sea Commant #4
				Public Transit / Multimodal Transportation	A project of season of some continues to the season of the	
2439	Missy Friar	1/27/2023	Email	General Support	Our Classified Bigg and Commissioners has piec for employing of quality and produced and produce	See Connect #8
2440	Misty Hurley	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	Rull between Sen Antonio and Austra pleased San Antonio is the largest only in the nation without public rail. It would reduce traffic and boost the economy. Please make it happen!	Se connect #1
2441	Misty Vognsen			Do not widen/no build	Makilot/SS Program Manager Enrowy Strate; Laws a resident of Socio, Austin, 10990SE 100011 plans for 1-SS and 10990SE explansion.	Tao Comment et S
				Latent/Induced Demand	160°C) proces in this project is fareed it ignores included Director, construction impacts, particulate matter pollution from the water, the failure of almost all highway expansions, the success of ferency remembe, and in halfer modeling is flavour highway expansions DOFF wat.	See Comment #10:
				Air Quality/Noise	They were an emploid in jux was ken with the Young Yesways, air roles and water publicly, salely, and transportation options beyond driving. Not in mention that 10 years of construction for just a less years of competition relief in NOT work in sale or intended believes for my load layer.	See Comment 844
				Community Alternatives	I expect TxDOT, Austin City Council, and other representatives to stand up for me, please go with the Rethirk 35 plan instead?	Sau Commant #4
				De net widen/no build	As the control of the	Sec Connect 45
2442	Misch Ferro			Bike/ped safety	Sen a noticed it Audit and Lord 19x11 to class 35 big de secund. I sent smaller/juder node, this lines, and breast. The class that work best around the work, the ones that are pleased to live is and course the most content operation), direct these 20ses highesys college frough the linest of the obj.	Sec Connect #50

					What is said is that a solution is stairing you right in the face. Both US-183 and 5H-130 form natural bypassies around central Austin (130 even more so). Both are more lightly traveled than 135. What is inserie is that 5H-130 is a toll road and 3H-130 a free 135 is not!! That makes zero sense – it is exactly the opposite of the approach of any modern functional oily? A very simple short-term solution would be to keep everything the same as it is now, but simply make 135 a toll road and 3H-130 a free	See Commant #3
				Reroute to 130	That is and with a shallow in silving against a spirit on Section 5.00 (5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.	
					Thank you for your consideration. PLEASE, PLEASE reconsider the destruction that you have planned for generations of Texans.	
2443	Mitch Ford	1/31/2023	M.Coefe Website	Regional connectivity	Rail from Austin to San Antonio	Seconnet4:
240	MILLITORU	2/32/2023	MyCapEx Website - Comment Form	regional damagesty	Total Passeri II Gall Pittalian	JAN (1871) F.2
2444	Mitchell Davis			Do not widen/no build	Mobilités Program Manager Tommy Abrado.	See Comment #5
					MobilityS Program Manager Tommy Alarege. Lappeas expension for many reasons but the main one that stids out like a sore thumb is when have seen what happeas in the sun but when you color to and prioritize automobile buffic via California. We know this leads to move spread and move people with our benefit or benefit by the color to be and doth prioritize that colors. You are following the same play.	
					book.	
			-	Latent/Induced Demand	Not to mention cutering to people driving THRU the city increases the demand for driving,	Sax Correnant # 30:
				Climate change	Which signals Tools is not serious about climate change. We need to have at least a core of the city where people cores first. I believe a boulevand, which many cities around the the world are moving to,	Sac Comment #51
					helps people who actually live in Austin first and foremost.	
				Multimodal transportation	As Secret South Krossa with a murch lander ofte recordation, his siteman by amended their Characteristic Francisco that conduction can decreasing by encentrated local tradition and other revokes of transport. This senset	See Comment #20
					As Secul, Scoth Korea, with a much larger city population, has shown by removing their Chanopige Freeway, that congestion can decrease by prioritizing local traffic and other modes of transport. This would containly take courage but I believe if anyone at Thick cases about a legacy following the same playbook hoping to execute a little better will full short. Fortune favors the bodd. To those who want better than good enough	
ID.	Commenter Name	Date Received	Source	Yopic	Commet	Secones
2445	Mitchell Ford	1/22/2023	MyCapEx Website -	Do not widen/no build	ADAINST this project. Explore alternatives like recenting traffic around Austin or funding public transit instead. This won't solve anything and is a gaint waste of money.	Saw Comment #5
			Comment Form			
					The proposed destinations for mixeding \$1.00 Strongly this service segment of sich of each Endowed 2 registerables reads and industry cases modelly passes. The proposed before service and for mixed Control or Strongly and control or service and the serv	See Comment #5
					The proposed highway designs do not make Devisor 2 mobility and access needs. The proposed highway designs do not make Devisor 2 mobility and access needs. The proposed annual visit of the	
					Traveling corth on Airport backs up, which it does regularly at all times of day. Neither of the proposed alternatives address this issue, and instead focus on the left turn to go south on i-35, a section of traffic that only backs up briefly during rush focus.	
					haze. The proposed posteriors rivined use pathways to notificate the Aprop. 1.55 interaction without a car are unrecessarily health to anyone without a car. Instituted of diswring car drivers, who can easily traverse hits, gashe dranges, and increased editors, must use pathway the proposed pressure to a size path that many facilities to the whether the whether are used on the question of pathways that the proposed pressure to a size path that many facilities the whether the whether are used on the question of pathways that the proposed pressure to a size pathways that the proposed pressure that the proposed pressure that the proposed pressure that the proposed pressure that the proposed pressure that the proposed pressure that the property and pressure that the pressure that the proposed pressure that the property and pressure that the proposed pressure that the proposed pressure that the property and pressure that the pressure tha	
					The proposed pathways also include an outragoous proposal of "underpasses" for pediatrisms, including a very long segment in which upset probet protects to pass under the 8 times of Arrivort Bhot Instead of creating at the other passes above ground. These turneds table going and statelled, pediatrisms out of groups and statelled, and properly about the Tabol's seed to the probet protects to pass under the 8 times of Arrivort Bhot Instead of creating at the statelled protects to pass under the 8 times of Arrivort Bhot Instead of creating at the statelled protects to pass under the 8 times of Arrivort Bhot Instead of creating at the statelled protects to pass under the 8 times of Arrivort Bhot Instead of creating at the statelled protects to pass under the 8 times of Arrivort Bhot Instead of creating at the statelled protects to pass under the 8 times of Arrivort Bhot Instead of creating at the statelled protects to pass under the 8 times of Arrivort Bhot Instead of creating at the statelled protects to the 1 times of Arrivort Bhot Instead of Creating at the 1 times of Arrivort Bhot Instead of Creating at the 1 times of Arrivort Bhot Instead of Creating at the 1 times of Arrivort Bhot Instead of Creating at the 1 times of Arrivort Bhot Instead of Creating at the 1 times of Arrivort Bhot Instead of Creating at the 1 times of Arrivort Bhot Instead of Creating at the 1 times of Arrivort Bhot Instead of Creating at the 1 times of Arrivort Bhot Instead of Creating at the 1 times of Arrivort Bhot Instead of Creating at the 1 times of Arrivort Bhot Instead of Creating at the 1 times of Arrivort Bhot Instead of Creating at the 1 times of Arrivort Bhot Instead of Creating at the 1 times of Arrivort Bhot Instead of Creating at the 1 times of Arrivort Bhot Instead of Creating at the 1 times of Arrivort Bhot Instead of Creating at the 1 times of Arrivort Bhot Instead of Creating at the 1 times of Arrivort Bhot Instead of Creating at the 1 times of Creating at the 1 times of Creating at the 1 times of Creating at the 1 times	
					awase of the number of people who use highway infrastructure as shelter because Austin lacks sufficient affordable housing, it is inconceivable that the turned will not be turned into shelter for these people, resulting in poor outcomes for even-print. As a final point, this intersection regularly sees issues with flooding during heavy rain, making pedestrians turneds an even more unusable proposal. Cars can easily navigate a bit of water on the read. Expecting pedestrians and cyclists to do so is absent.	
					to do so is albaust. All of the above issues appear to be driven largely by the choice of intersection at Airport Bivd and I-SS that TADOT is proposing. The Single Point Urban Interchange is extremely unfriendly to anyone not in a car. Delexod 2 strongly encourages.	
2446	Mitchell Johnson	3/7/2023	Email	Do not widen/no build	The data is all account to the desire in graph by the trace of memoriation of a Frage that and of 3 flow (ECF) a privacing. The data plan by the Claim is receiving a receivably a sergion on it is an account of a receivable of the angle of the claim is a receivable of the angle of the claim is a receivable of the angle of the claim is a receivable of the angle of the claim is a receivable of the angle of the claim is a receivable of the angle of the claim is a receivable of the angle of the claim is a receivable of the angle of the a	
					Physicial highway design have registre environmental impacts that conveigit the upported benefits. The proposed alternative highway designs can connected by though the central region, including the Delevand 2 neighborhood area, by removing connections across 155. This reinforces and exacerbates the historic and current recial and economic suggregation in central Austin. There are no crossings or plans for capping norm of Arport Bird, which is the current section of the highway where people of color.	
					woorms: wigraguon in currow water. There are no crossings or plains for capping north of Arport Blvd, which is the current section of the highway where people of color	
						See Comment #5
					Dasi 1-35 Capital Express Central, Re: 1-35 Capital Express Central, Chef Environmental Impost Statement Re: 1-35 Capital Express Central, Chef Environmental Impost Statement	San Corresont #5
					Date Coverior Abbits and other Beded Officials, TaDOT Commissioners, Staff, and Consultants, Thanks, but for the opportunity to comment on the opposition of the Staff S	
					Texas AAN Transportation institute on the NaTherick's and Neconnect Austin proposate. It has been been been been been been been bee	
					Date 155 Capital Express Central. As 15 Capital Express Central. Part Extraorresistal Impact Diseases. As 150 Capital Express Central. Part Extraorresistal Impact Diseases. As 150 Capital Express Central. Part Extraorresistal Impact Diseases. As 150 Capital Express Central. Part Extraorresistal Impact Diseases. As 150 Capital Express Central Impact Diseases. As 150 Capita	
					I thought the National Environmental Protection Act required TubOT to meaningfully consider meaningful alternatives, but that appears not to have been one in this dud IEE. There is clear community support for both the ReThrink55 and Recognited, therefore, proposable, including various levels of detailed officials adopted, TubOT to sentonicy disternatives, but that appears not to have been done in this dud IEE. There is clear community support for both the ReThrink55 and Recognited, proposable including, in run own yet a replacement for threshold format adopted internatives. When the proposable including, it in now yet a replacement for threshold format adopted internatives. When the proposable including, it in now yet a replacement for the Pellinick5 and Recognition and Recognition and Recognition a	
2447	Mitchell Santiago	3/7/2023	Email	Do not widen/no build	Accordance Assists proposals, robuling viscous levels of extract feedbask assisting ECOT to secously, creative great reasoning at interestions. While the TIT study was interesting it. In no way in a registrament for throughly analyzing faitheris55 and faccorda Assists in the General Ecol COT failus to provide your specialise agreement for the providence of the assist p	
					Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks weven into the thriving communities of the Austin region.	
					Natio(\$55 Program Manager Tommy Atrings. This project directly impacts on may local Assist residents and businesses, in grossquely registrie ways with very lotel brightern benefit. We cannot continue to scale our diversions were with posturates and welcide traffic, and by continuing directly in the continuing of the Assistance and most tragically-our most volumeable first. As a city that prides lasted on its oliver welcomes just on many one of the assistance and most tragically-our most volumeable first. As a city that prides lasted on its oliver welcomes just on many or the assistance and most business and continuing of the Assistance and most tragically-our most volumeable first. As a city that prides lasted on its oliver welcomes just on the continuing of the Assistance and the continuing of the Continuing of the Continuing of the Continuing of the Continuing of the Continuing of the Continuing of the Continuing of the Continuing of the Continuing of the Continuing of the Continuing of the Co	Data Contracti #5
					We have, for decades, invested fail to the life our public tree interpretation and pediestrian infestivative, and as a consequence we as a city are faced with a traffic problem so much larger than our size should suggest. Cheating space for more	
					rectifying and dispersion of the SECELLA Vivo. or deep places and a local control of the second of t	
2448	Mo Edge	3/7/2023	Email	Do not widen/no build	The district of the control of the c	
					both in the United States and cutried our brothers. There are so many fetting existents presently know that south or profer the feeded many of mind that public transit allows, but the system is no flewed and ments to 6 er of no resident's needs that there are formed to 6 or the bit feltives or 6.5 mind or 6.5 mind presently know that south prefer the feeded many of mind	
					white will first the deciminant flat as an an enforcement for a set to the first the f	
					We dealerly informate options for curl future when we ered more concerns static own or curl; it strongly OPPOSE TxDOT's plans for i-SS and i strongly OPPOSE expansion. We are not Amsterdam, but we are also not Houston. We have time to make similar choices. I only hope we have the wisdom as well. Thank you for your time.	
2449	Mohan Rao		MyCapEx Website -	Caps/Deck Plazas	I urgie TxXXVI to design and build more caps between Cesar Chavez and USC90E/Wacnig, We must make it MUCH easier for folks to drive, blogdie and walk across F-SS. Caps show promise in improving east-	Sau Comment #42
			Comment Form		west mobility.	
1			H	Water Quality	Also, 1 urge TuDOT to build adequate infrastructure to treat water runoff from the highway! We drink the water in Lady Bird Lake, so we MLST protect the lake's water quality.	See Comment #225
				· · · · · · · · · · · · · · · · · · ·	Our Channels Rigital Commissioners: Thank you for recognizing that 5.5 through Audits are not fine most congested enables regions in the Big and Commissioners: Thank you for recognizing that 5.5 through Audits are not fine most congested enables regions in the Big and Commissioners: The Big	See Comment #8
					called the Main Street of Texas, all Texans should call for bold and decaive action to transform this critical stretch of infastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Moirs Boland	
					Austin, TX 78101 Heeta gelTitleo/Austin.com WRIE FRAUD WARNING: Due to increased risk of theft by were fisued, Heritage Tale Company must send Wire Instructions by encrypted e-mail cony, Our Wire Instructions DO NOT CHANES so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wining your funds. Please wire your funds as soon as possible to avoid funding delays. Therek you. COVID-10: Heritage Trite	
					Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Harriage effici, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VEST OUR OFFICES if you are feeling it or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your escrew team to arrange a remote closing option. Costs associated with a remote closing option will	
2450	Moira Boland	2/7/2023	Email	General Support	be passed through to the party requesting same. Please know that we appreciate your business. CONFDENTIAUTY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage. Tripe Company of Austin, Inc. and/or its clients. Any confidentially or privilege is not waived or long because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error.	
					and that any review, disclosure, dissemination, distribution or copying of it or its centents is prohibited. If you have received this email is error, please notify the sender immediately by reply or by phone at delate this email, and destroy all copies and any attachments. Thank you for your consideration.	
			MyCapEx Website - Comment Form	Bike/ped safety	Comment: please increase street-level caps and east-west crossings north of Airport boulevard that are both padestrian and car friendly. The confluence of four major highways (55, 71, 200, 183) makes this a particularly difficult stretch to cross safely in any mode. Recent padestrian deaths attest to the need for "DOD"s advanced user-centric design efforts. Families in both neighborhoods would benefit from increased access to educational, cultural,	See Comment #30
1					Content private recent and that was upon a set of executions private of depend indusered that in this plantation and on facility. The sundinators of face in many larger set of the private pr	
2451	Moira Porter]]			
					Question: Will you please provide the public with additional financial projections of tolling both personal and commercial whicks on the section of I-35 that rurs through central Austin? The research promoted by the project team identifies several promising ways to incentivibe greater utilization of SH 130, including reducing the speed limit and reducing or eliminating tolls. It sounds like a waiver to experiment with I-35 tolling during the construction period is a good opportunity for	See Comment #3
				Reroute to 130	Question: Will you please provide the public with additional financial projections of stalling both parenal and commercial vehicles on the section of 1.55 that must brough certified April 70 he present beam identifies several primarity ways to recentrize greater visiblation of 59 1.50, recturing execution (see execution of 1.55 that must be received by the present beam identifies several primarity (see execution of 1.55 that must be received by the present beam identifies several primarity (see execution of 1.55 that must be received by the present beam identified by the present by	
					charge the commuters and companies who make deliveries or work in downtown Austin since they are the primary users of this part of the highway?	
2452	Molly Bartell			Do not widen/no build	Background Margar Tempo (Joseph Company) And Anti-Anti-Anti-Anti-Anti-Anti-Anti-Anti-	See Comment #5
					highway, they come for an experience. Construction and congestion are the two worst things for a city.	No Directed #1%
				Public Transit / Multimodal Transportation	We don't need to add more laines and increase the likelihood of accidents and traffic. This plan is clearly just a means of profit raither than consideration for transport. If transportation were truly a top concern, Tense would consider the construction of a reliable transportation system such as a national or train.	See Comment #23
				Air Quality/Noise	The noise pollution from 35 is already bad enough. Expansion would cause even more noise and harm a lot of businesses and residents. I truly hope you will reconsider a project of such magnitude and offer a solution that truly solves an issue, rather than simply expanding a problem.	See Comment #34

2453	Molly Bath Malcol	1/13/2023	MyCapEx Website - Comment Form	General Support	I strongly support the LSS Capital Express Central Project. It is impensive to the Austin area, the state of Teass, and the United States. Thanks for all of the work you have put into getting to a final plan. I look forward to this project moving feward.	See Comment #S
2454	m					
2454	Molly Coffman	1/31/2023	MyCapEx Website - Comment Form	Climate Change	Helio, has the project regarding the expension of 1-25 considered the impacts on air quality caused by the future increase in whichs bleveling along the highway? In particular, might the increase in which belief to in highway in particular, might the increase in which is the future of the highway in particular, might the increase in which is the highway in particular, might the highway in particular, might the highway in particular, might the highway in particular, might the highway in particular, might the highway in particular, might the highway in particular, might the highway in partic	See Comment #51
2455	Molly Frisinger	200,000	VOH	Multimodal transportation	We don't need bigger highways and more cars. We need more public transportation and better access for pediatrians and bites.	See Contraint #3D
				Public Transit / Multimodal Transportation	We don't need bigger highways and more care. We need more public transportation and better access for pedestrians and bikes.	See Comment #13
				Bike/ped safety	Byor's going to equand 1-35 over locals' objections at the very least prioritize burying sections of the highway, making it easier to bury sections in the future, and creating frequent parketively bike creatings.	See Comment #30
ID	Commenter Name	Date Received	Source	Topic	Connect	Repones
					Ober 1-35 Capital Express Central, Ric 1-35 Capital Express Central, Draft Environmental Impact Statement	See Comment #5
2456	Molly McClurg	3/7/2023	Email	Do not widen/no build	has 35 Qualification Central. Oth Chromomoral Impact Statement And Commission of the Product Colors (And Commission Statement) And Commission of the Product Colors (And Commission Statement) And Commission of the Product (And Commission Statement) And Commission of the Product (And Commission Statement) And Commission of the Product (And Commission Statement) And Commission of the Product (And Commission Statement) And Commission of the Product (And Commission Statement) And Commission of the Product (And Commission Statement) And Commission of the And Commission of the Product (And Commission Statement) And Commission Statement (And Commission State	
2457	Molly OHalloran	273.001		Bike/oed safety	in hort host.	Sections of SD
2457	Molly CHallorian	,,,,,,,,		Bike/ped safety	We frict Touch as the block from 1.55 near 4th Street for 21 years, I are writing to ask that you IOT expend 1.55 through disentence. Jest recent and ask the block from 1.55 near 4th Street for 21 years, I are writing to ask that you IOT expend 1.55 through disentence. Jest recent and ask fash primarily by anking or birting and depressable the new bits and placked melhanizations that destin has been building. It is getting every pleasant every year, with safe and shady ways to get around. Conside 1.55 has always been designous and or combined to the direct every later and to these crossing is a bertific time.	Sea Comment # 50
				Community Alternatives	Please give full consideration to community alternatives such as Reconnect Audin and Rethrin 35. Don't bring extra noise, pollution, and pavement to our neighborhood. We want walkable, safe, shaded owners.	See Comment #4
2458	Molly Powers			Do not widen/no build	SachingS Program Manager Tommy Arrags. Good eltermoon, Mr. Alrega, I am writing to oppose 1sCOT's current plan to expand 1-35.	See Comment #5
				Business/residential displacement	If this plan happens, the daycare that my daughter attends will be forced to relocate. This would put tremendous stress on my current job that provides for our family.	See Comment #21
				Racial justice	Furthermore, response on a sequence on the section of the section	See Comment #3
					oncorey,	
2459	Molly Purcell	3/6/2023	Email	multimodal transportation	As ACCOT TACK! As a common device we not be fast size of Autor, creating and gening amount \$25 is a lareacy hard monagh. Expending the highway would make it soon hards to the next of the only for ma, Other tome, adding more lareacy is all additionable. As a common device we have the highway are not what I want for Autor. Please common traves as an administration to more pumples within the oily flower, note of sealing and the highway are not what I want for Autor. Please common traves as an administration to more pumples within the oily flower, note for part of the size of th	See Comment #20
2460	Mona Maclay	3/7/2023	MyCapEx Website - Comment Form	Do not wider/no build	Equating (35 will not solve our buffic congestion issue—this has been preven to actually make it worse. 35 is one of the most dangerous reads in the state, growing it is not the actual to. This is a WASTE of becapes collisis that could be used to increase public triansit and other actual solutions to the number of case on the read. This expension plan will make 35 even more of a divide in our dry. Please, please, please do not move forward with this plan-in it in other busins we need.	See Comment #5
2481	Mona Mehdy			Do not widen/no build	stances Strongers belongs brown, brown, are a Associated for energy from strongs, are a Associated for energy for expension to TOOT's plan for expension of 355 through central Austin. The plan perpetuatives and reaggifies will brown flews identified our decides in Toward areas the country.	Sec Comment et S
				Latent/Induced Demand	Indicated Demand that basels to higher traffic, contribution impacts, authorized and fround paid to contribute that should be preserved as part of a compact and liveable city, the failure of almost all highway expansions to address braffic, the success of tensory removals, and traffic modeling that is not residate.	Sax Comment #15
			Ī	Air Quality/Noise	As a professional biologist, the string of a regor feeseoy expansion directly in the denially populated certral city and with water runniff flow into the nearby Colorado River ecosystem brings well known impacts; guider air pollution in the immediate audelay and region from withcute enhants, water pollution from wethouter enhants, the particulates, oil and gas depositors on pawments, notice pollution and an application ground or string on the string of the control of	See Comment #34
			-	Reroute to 130	In CODING pin approve the more assumed and executioning it is self-under the more interest reach to be destroyed to the transport service in the self-under	See Commerct 83
2462	Monica Krystyna Patura	2/6/2023	Email	General Support	Date Chairmen Bugg and Commissioners: Thank you for recognizing that 155 innough Audit in one of the most congosind readway suppress in the State of Teas. As this seriously additiond condexary is share called the Mark To State of Teas. As the seriously addition of condexary is share called the Mark To State of Teas. As the seriously addition of condexary is share called the Mark To State of Teas. As the seriously addition of condexary is share called the state of the state of the State of Teas. As the seriously addition of the state of the state of the State of Teas. As the seriously addition of the state of	Sas Commut #8
2463	Monica Lowe	3/7/2023	Email	Do not widen/no build	Habited Suggest Marcos Forms House	See Comment #5
2463	mornicá Lówe	a/ r/2023	cmáil	Lio not wiself/ho build	Mobility55 Program Manager Tommy Abrogo, Lane a rotole Auditiria and have loved the very worker MF. Palase dust opposed ISS. Evidence shows that lane expansion does not relieve traffic in the lang run and this seams like a highly disouptive, expension, expensions and control program and the seams like a highly disouptive, expension, expensions and control program and the seams like a highly disouptive, expension, expensions and control program and the seams like as highly disouptive, expension, expensions and expension and the seams like as highly disouptive, expension and the seam of th	James Monteman (1)
2464	Monica Sanchez	3/7/2023	Email	Do not widen/no build	parenting and Protection on Institution of United Protection and Institution of Conference of Confer	Sau Comment #5
2465	Monique m35	1/19/2023	MyCapEx Website - Comment Form	Public Transit / Multimodal	NEW NAT MASS PLBLC TRANSIT. The date can even spin it as halping those with disabilities get access to transportation. It makes no sense to add more and more larns for more and more cars. More chances for collisions and distincted clinics. With ""	See Comment #33
2466	Morgan Draper			Transportation Do not widen/no build	Mr ThOOT THOOT,	See Comment #5
					Nation. We continue to destroy our featurable critics, and Traces Sentances by this mindress expansion of highways and traverys, inclined focusing on what neity makes our stoke great its people and its natural beauty.	
				Public Transit / Multimodal Transportation	Lars focus on expanding public transportation which will decrease traffic by altering more of our people access to their transportation needs. Also focus on replanting trees and native plants along our enachasys.	See Commert #13
2467	Mongan Franklin			Public Transit / Multimodal Transportation	Manipular Manager Tomas dates: A read of the Control of the Control of Amine American Control of the Control of Amine American Control of Amine Amine Control of Amine American Control of Amine Cont	See Commer#13
				Do not widen/no build	I valenmently (IPPOSE TACOT's plans for 35 and I OPPOSE the expansion. The expansion of 1-55 is destructive, dangerous, and deady, IT WILL NOT SOLVE THE CONCESTION PROBLEM. I expect TACOT, Austin City Council, and other representatives to stop this expansion and pursue other solutions.	Sau Comment #5
			-	Multimodal Transponation	Audio is a sin residity present particing pick as the hear the charact to share office across the country shall reconstant can truly look like, but that's only if we ACT IDE. We must stop expecting our highway and more forward with a people- cation called by the third principles public incoming principles and incoming picking Sections #20	
2468	Morgan Gray	3/6/2023	Email	Public Transit / Multimodal Transportation	MakilogisS Program Manager Tomery Abrago, the Advances of the Control of the Cont	See Comment #13
					MobilityS Program Manager Tonney Arrago, The Version in Austin for a decision row, and the shalls, air quality, and disease of public transportation has only increased while The level here. Expending LSS would only encourage people to rely on individual transportation further, which in a city	See Comment #5
2469	Morgan Honaker	3/7/2023	Email	Do not widen/no build	this is to price on what growing will do not make small, some, regulation of the sour than highway, broad to him it is been in the sour than highway, that have even higher ameliorant traffic bosons. Also, equinding 155 would displace hand do for formation and propriet or trained a growing problem versus, bread in public thereportation, not in higher highway?	

2470	Mongan Laner			Do not widen/no build	Madebig S Program Manager Tommy Saregia. As an Austin resident with a car, i oppose 10007 plans to expand 135.	See Commet 4'S
				Latent/Induced Demand	As are this seed requirement of significant scene control on the seed of section of section of section of section of section of section of section of section of section of section of section of section of section of sec	See Comment # Els.
				Community Alternatives	I am an advocate for Retrieva 35's proposal? It cellular existing madeways and construction for those would have less impact on the surrounding community. It sufter use public transportation, too, I expect 10CIT, Audin City Council, and other representatives to stated up for mit.	See Connects 44
2471	Mostafa ElNahass			Do not widen/no build	MobilityS5 Program Manager Tomory Abregio, Fam not a resident of Austin or Toses but toposes theOP's plans for 1-35 and toposes the explansion since the project will receive federal funding,	See Comment of S
				Air Quality/Climate Change	In a war where Texas is a victim of a natural disaster every year it is time to nothink custaked disas which are environmentally harmful like car dependance which will increase pollution, traffic and natural disasters.	Sea Comment #25
				Latent/Induced Demand	Executed plagmage and intercases does not find the ear the fully feecing of ord in building due bridged due to bridged described. 1500Thy process into project in Berwell and agrees between Demend, construction impacts, particulate rester publisher from the wave, the feature of amount all highway expensions, the success of freeway removals, and its building reads freed.	See Communit et ils,
				Regional connectivity	Author is a few with this anging our union requirement and expending this intention will during the first cause it furnishes the first point of time as for if important properties the following its treat of intentions to the contract point of the contract point	The summer (F).
				Public Transit / Multimodal Transportation	I heart to attend the United States Cland this in Creat of the Americas from Virginia but the problem is after I amine I do not have options to get to the circuit from downtown Audin to the Circuit without a car which I will not have during my top and this is a why I keep oblaying my trip every year until you expend multimodal transportation. This is one example for the inefficiency in your Multimodal Transportation network which should be prioritized and ordinals.	See Comment #13
2472	Muneeb Aslam			Do not widen/no build	39 1:001 T-001. Does frameline: we will go be a broad that as a decade long Audit resident, I wherently oppose the fighteey expansion of 335. In the contract of the contract of the contract of the contract of the fighteey expansion of 435.	Sec Contract #5
				Latent/Induced Demand	Autom maked of TribiCoOrd of	Sea Connect #18:
				Public Transit / Multimodal Transportation	Buc could also invest in more public transit so that 1.55 congestion is liesesmed. Please do not go through with this expansion, it will be very detrimental for us. Sonorely,	See Comment #13
ID.	Commenter Name	Date Received	Source	Transportation Topic	Connet	Меропия Меропия
2473	Murali Katragedda	1/27/2023	Email	General Support	Duer Chairman Bugg and Commissioners: Thesis you for recognising that 153 through Audin is one of the most composed neckway segments in the State of Texas. As this seriously coditioned reactives is often control for the size of the State of Texas. As this seriously coditioned reactives is often control for the State of Texas. As Texas. As the seriously coditioned reactives is of the State of Texas. As T	See Comment #B
2474	My Uong	2/11/2023	MyCapEx Website - Comment Form	Do not widen/no build	Please do not repand 135	See Comment #5
2475	Myrtle Wilson	2/9/2023	Verbal Comment	CapMetro	And I am concerned about Milero boses no longer traveling slong 1:35 feeder made from 35th and a half to Marker. I seed to be able to slope at Home Deput, Best Etg., and several other shops there, and now the — to bus gees there anymore. They disposed that most and is those are places that I no larger can alloy without a hassis.	ToOT has also held several cross-agency meetings including team members from the City of Austin, Cupfillers and Project Connect to sessive the Cupfillat Express Central project aligns with other transportation project gas
				Do not widen/no build	The distinct to share my throughts on the expectation of 45 through the core of station. The expectation pairs is inscriptable — the Expectation of 45 through the core of station. The expectation pairs is inscriptable — the Expectation of 45 through the core of the only. 155 as it currently exists have already been and executed and exclusion of 150 through the core of the only. 155 as it currently exists have already been and executed and exhibit currently exists have already been and executed and exhibit currently exists. An arranged been and executed exhibit been (The prince of	Sua Comment #5
						Tes Comment 41.5
2476	N. Dufries			Laters/Induced Directed	This cold content. In the photocomous weakly on received in supplies and provided the models. It is a simple of the provided provided the models of the photocomous weakly on received in the photocomous weakly on the provided and provided the models. It is a simple of the photocomous weakly on the photocomous companies, and provided and provided the photocomous provided	
					Dear Council Muniburs, Please hat the apparation, which studies show will NCREASE CONCESTION, depress public trainst, and essocrated inseguities in Audio. There's no need for the expansion. Improvements, YES, Re-envisioning 1,15 Let's Lite's a basis to the dinning board with a lams te equity, community building, and multi-modal transportation, and connectivity ACRESS the highesy scars.	Sea Comment #5
2477	Nadia Khan	quaquese	MyCapEx Website - Comment Form	Do not widen/no build	Date Count described. See A see a s	
				Reciel Justice	To enting to let up town the related it 3 that designed by TOOR is 22d control youther. Place takes a deep lack and congrue that as a CO ₀ we do not want to control to control control to the control to enter a control to control t	des Connect £3
				Racial justice		See Comment #3
					Vertications and age, it is the wind in the clinic and are comparing a transport operation proper, using one or propose above any proper accordance property and a comparing a second property and a comparing a c	
					Cease a new plain that is about EQUTY TODAY. That acknowledges that explansion would cause further congestion, increase our traffic; and out wider more impassible divides in our pediatries and this enterorise.	See Contented #18
					Improvements, YES. Re-emissioning, YES. Let's take us back to the drawing board with a lens to equity, community building, and multi-modal transportation, and connectivity ACROSS the highway scans.	See Comment #20
			M.Coule.	Reroute to 130	Put all options on the table, including reverting it back to its original glary as a central boulevard, revoking the highway, and cap and cover options that behalf current low income communities.	See comment #3 See Comment #42
2478	Nadia Khan	g-ong-besse	MyCapEx Website - Comment Form	Caps/Deck Plazas	As all pictors on the bills, including eneming that is the original gray as a small bulsance, resulting the highests, and aspect one option that benefit carest two income communities. MADITE these analysis of the pictors are all the second of the pictors and ADITECT SEARCH, and as a pictor of the pictors are all the second of the pictors and an are all the pictors are all the pictors and an are all the pictors are all the pictors and are all the pictors are all	

				Do not widen/no build	The form and down 3: 25 projects, as compared to the proposed control project, appear to show that Tobds a not revealing on represent growment by the commentate that meet it the execution of the control project growment and the season of the season	Sac Comment #\$:
				Reroute to 130	Diversion of truck traffic away from peak use times. And a spreading out of the connectivity dallars and efforts to north and south.	See Comment #3
				Latent/Induced Demand	The S1st street section needs massive significant improvement. There is NO room for expension, plus studies show that will INCREASE congestion.	See Comment #18
2479	Nedia Khan	- Q-VIQ-SEASE	MyCapEx Website - Comment Form	Blacyped suferly	The control of the co	See Connect \$20
2480	Nahid Khataw	1/17/2023	Email	General Support	Date Chamman Reg and Commanwers Think you for recipiting that 135 through Audit is one of the most congenior readiney supports in the Store of Teas. As this sentiously soldined readiney is officed. As this sentiously soldined readiney is officed. As this sentiously soldined readiney is officed. As the sentiously soldined readiney is officed. As the sentiously soldined readiney is officed. As the sentiously soldined readiney is officed. As the sentiously soldined readiney is officed. As the sentiously soldined readiney is officed. As the sentiously soldined readiney is officed. As the sentiously soldined readiney is officed. As the sentiously soldined readiney is officed. As the sentiously soldined readiney is officed. As the sentiously soldined readiney is officed. As the sentiously soldined readiney is officed. As the sentiously soldined readiney is officed. As the sentiously soldined readiney is officed. As the sentiously soldined readiney is officed. As the sentiously soldined readiney is the sentiously soldined readiney. As the sentiously soldined readiney is officed. As the sentiously soldined readiney is the sentiously soldined readiney. As the sentiously soldined readiney is the sentiously soldined readiney. As the sentiously soldined readiney is the sentiously soldined readiney. As the sentiously soldined readiney is the sentiously soldined readiney. As the sentiously soldined readiney is the sentiously soldined readiney. As the sentiously soldined readiney is the sentiously soldined readiney. As the sentiously soldined readiney is the sentiously soldined readiney. As the sentiously soldined readiney is the sentiously soldined readiney. As the sentiously soldined readiney is the sentiously soldined readiney. As the sentiously soldined readiney is the sentiously soldined readiney. As the sentiously soldined readiney is the sentiously soldined readiney. As the sentiously soldined readiney is the sentiously soldined readiney. As the sentiously soldined readiney is the sentiou	See Contract 8
2481	Nan McRaven	1/31/2023	Email	General Support	These load in Audio for 45 years and am actually aware of our read for improvements to IH SS. I am on the Board of Trustees for ACC and support the enhancements to IHSS. Please act now! Thanks Dr. Nes McReuro Sent from my illhorse	See Comment #8
2482	Natalie Dean	3/8/2023	Email	Do Not Widen/No Build	one Cleanes Bag and Commissions. The poly of required 150 Shough Justin is one of the most composed rootiney segments in the State of Years, As this entropy calcined modes you drive calculated to be seen of the most composed rootiney segments in the State of Years, As this entropy can be segmented by the second of the State of Years, all Tevers should call for both and decides which is second or extra calculated or development of the second of the State of Years and State of Years and State of Years and State of Years and State of Years and State of Years and State of Years and State of Years and Y	Sectionment 65
ID	Commenter Name	Date Received	Source	Yopic	Comment	Responses
2483	Natalie Evans	1/9/2023	Email	Parks	Take a second of Audit on the designation of the Perfect Section (1997), which is booked and Color pair for all pair for the Perfect Section (1997), which is booked and Color pair for all pair for the Perfect Section (1997), which is booked and Color pair for all pair for the Perfect Section (1997), which is the Perfect Section (1997) and the pair for the Perfect Section (1997) and the pair for the Perfect Section (1997) and the pair for the Perfect Section (1997) and the Perfect Section (19	5ac Controver 9 130
2484	Natalie Evans			Do not widen/no build	ManingSh Pagen Manager Tomay Sarays, Mills, Jan a resident Josaff, Tosaff, Tos	See Comment #5
				Community Alternatives	I am in support of the RethinkSS claims and a transcontation model that outs outsic transcontation PRST. We need outsic transcontation that is frequent, accessible and widescread.	Sur Demonst #4
			_	Latent/Induced Demand	TADOTS process in this project is failened it ignores induced Demand, construction impacts, particulate matter policion from the war, the failure of almost all highway expansions, the success of fneway remains, and to stiff modeling is flavor.	See Comman 4 SB
					10 years of construction for just a few years of congestion relief is NOT worth it.	
				Air Quality/Noise	Tax a services of the "Festival Basic Food Front and the Impact of Comments on the property of greater glybers page read regions; which can public food front on the Impact public processed publ	
				Community Alternatives	I am in support of the Rethirk35 plans and a transportation model that puts public transportation FRST. We need public transportation that is frequent, accessible and widespread.	See Correlat #4
2485	Natatie Evans	3/6/2023	Ernail	Do not widen/no build	local family. Team I have added in the section in the day. Team I have added in the section in the day. Team I have added in the section in the day. Team I have added in the section in the day of the section in t	Sea Connected 65
2486	Natalie Mulin			Do not widen/no build	MobilitySS Program Marager Tommy Azrego, Halfo I am a resident of Austin, Ticose I Concess Indiana (Australia Concess I Conces	Sue Commant #5
					Toppose InCOT's plans for I-SS and Egipose highway expansion.	
				Community Alternatives	I am in support of the Rethink35 plans and a transportation model that puts public transportation PREST. We need public transportation that is frequent, accessible and widespread.	See Comment #4
				Latent/Induced Dernand	Company and the State of the St	Sea Comment #18
					Fair Lors redurined the Februal Basch Food and the impacts of contraction and greater highway stage must registerly effect on public food freed one time, seeining to increase plotation, noise and solvens health and quality of miles. Righway executions DOTF with. They women congretion jaw save with the Alley Pressay, are raise and water pollutions, wakey, and transportation options beyond driving. (don't want to use an introduction ingless) for my local free. Register Conf. Lond Onc. Oursel, and their representation is based of firms.	San Comment #34
				Air Quality/Noise	I seport 1/2017. Audin Oly Council, and drifter representatives to stand up for ms.	
2487	Netalie R			Do not widen/no build	Manifest Program Manager Tramps Strape, Manifest Law a resident Manifest Law American American as resident Manifest Law American American Law American American American American Law American American American American Law American American American American Law American American American American Law American American American American Law American American American Law American American American Law American Ameri	The Communit 45
		1		Community Alternatives	I am in support of the Rethink35 plans and a transportation model that puts public transportation PRST. We need public transportation that is frequent, accessible and widespread.	See Comment #4
				Latent/Induced Demand	120Ts proces in this project is fawed: It ignores induced Semand, construction impacts, particulate matter pollution from tweezer, the failure of aimset all highway expensions, the success of fiverary exeminals, and on swift conducting this least. 2) year of construction for just it less years of congretion relief is NOT worth it.	See Connect #33
				Air Quality/Noise	Faces core-electrises of the Feedonii Blasch Food Frond and the impacts of contribution and greater highway usage model registery shifted our public food frond over time, beeding to increase publicion, naise and anders health and quality of registery experience COPT work. The source congretion is an asse with the king-Pressop, or rotes and water publicion, subliq, and transportation options beyond driving. Gen't want to use an intensite highway for my tool frigs. support COPT, Auchi COP Counced, and other registerations to dead on the registeration is to dead on the registeration in the dead of the registeration in the source of the registeration is to dead on the registeration in the source of the registeration in the registeration is to dead on the registeration in the registeration is to dead on the registeration in the registeration in the registeration is to dead on the registeration in the reg	See Comment 654

	Motolie	2/15/2023	McConfir Wobsite	Do not widen/no build	to a 10 year project of facility with a Pail Entireprint detect. I submouth more to PE reposition Pail Industrial and and and and an expectable, but to civilian detects and	So Comparis
2400	Natalie Rose Waston	2/15/2023	MyCapEx Website - Comment Form	Do not wideryno ourid	Na. 2 Dyes resident of Audio vin a Cold Displaced (ages, I referredly oppose the SS operators, I will indicate dand not reduce traffic, leaf to initian deaths, environmental damage, and displace annihilation and installines. 1. Not by first will be formed and of the Cold Displaced (annihilation of the Cold Displaced	Data Contraint #3
	Weston					
					4. Route trucks to SH 130	
2489	Natalie Trebita	2/11/2023	MyCapEx Website - Comment Form	Business/residential displacement	Regarding the expansion of ISS. Autils would lose on a great cultural asset of the West China Tile House. The services they provide are not only immensally educational, but also has provided many others great health and mind brandle. The censes and employes there are very welcoming and strondologisable and it results be a great loss of culture and history for residents. Resear preserve these small businesses that make positive impacts on the	Sax Gerenant #21
	Tobita		Comment Form		great health and mind benefits. The owners and employees there are very welcoming and knowledgeable and it would be a great loss of culture and history for residents. Please preserve these small businesses that make positive impacts on the communities.	
2490	Natalie	2/12/2023	VOH	Business/residential displacement	by expanding this project for a highway or more businesses it takes every spaces that give the city its charm. We can not continue to ignore the growing anger of Austin's citizens about businesses that are	See Comment #21
	Yanez				By equanting this project for a highway or more bouneses. It below many packen that give the obj. In charm. We can not continue to grow the growing engar of Austin's claims about bouneses that are being being of any of the project	
					Point Suring what YOU got to grow up with in Austin is withining every and that is a terribid charm to take away from current and future generations. By displacing all these shops and families it causes a rippte affect with how people search their inches. No one is content with this except the people making more, Thank's you for your firms and consideration.	
2491	Nate Taylor	2/7/2023	Email	General Support	Due Cleament Reg and Commencers: Thank you for congressing that LSS through Audit is an end the most congressed mades supposed in the State of Texas, As this surround problemed mades you office and the state of the control of the State of Texas, As this surround problemed mades you office and the state of the State of Texas, As this surround problemed and ender you office and the state of the State of Texas, As this surround problemed are registered as an experiencing in our prest State, and the State of Texas, and the State of Texas, and the State of Texas, and the State of Texas, and the State of Texas, and the State of Texas, and the State of Texas, and the State of Texas, and the State of Texas, and the State of Texas, and the State of Texas, and the State of Texas, and the State of Texas, and the state of the state of Texas, and the state of the state of Texas, and the state of the state of Texas, and the state of Texas, and the state of the state of the state of Texas, and the state of the state of the state of Texas, and the state of the state of the state of Texas, and the state of the state of the state of Texas, and the state of the state of the state of Texas, and the state of the state of the state of Texas, and the state of the state of the state of Texas, and the state of the state of the state of Texas, and the state of the state of the state of Texas, and the state of th	See Comment #8
	Taylor				called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infestructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this	
					nequest. Nate l'aylor	
2492	Nathan Fernandes			Do not widen/no build	Mobility35 Program Manager Tommy Atreggo,	See Conversal #5
					Hallo, My name is Nathan and im a lifelong resident of austin and Travis county on both sides of 35. This road is not only a tool used to literally divide our town it's a constant hazard and stain on our city and state.	
				East/West Connectivity	We need to expand public barriet, jurn 195 in austin into a bodeword and send intenstate traffic to 130 to avoid austin and you can even take from the totis and skely increased commercializing of the area and surrounding roads. Lopose 1,507 is plant to expand 1,35 in austin.	See Correlate #20;
				Reroute to 130	We need to expand public barries, burn 155 in austin into a bouleverd and send intensant traffic to 130 to avoid austin and you can even take from the totis and likely increased commercializing of the area and surrounding roads. Loppose TisO1s plans to expand 1-35 in austin.	See connent #3
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-SS through Austin is one of the most congested roadway segments in the State of Texas. As this seriously custined roadway is often called the Main Street of Texas, all Texas should call for bold and decisive	See Comment #8
	Most				Data Claims high get of Commissions: It has you for recognition 12.5 Strongly, Auditin in one of the most congenied readway segment in the Balse of Tessa. As this seriously additional readway is often called the Main Deven of Tessa, all Tesms should call for bold and decisive section 15 strategies that the contract the contract contract the	
2493	Nathan Fleet	2/8/2023	Email	General Support		
					MakingS Pingson Manager Tromps (Ange.) And Confeded of Confeded o	See Comment #5
					oppose the experience of XVI highway system bockses it represents but the faul investments in a very expensive and very institute system. I oppose the expension of I-35 in the center of Austin because increasing highway make traveled in the VEV CENTER OF OUR CITY is provided as a very provided in the VEV CENTER OF OUR CITY is provided as a very provided in the VEV CENTER OF OUR CITY is provided as a very provided in the VEV CENTER OF OUR CITY is provided as a very provided in the VEV CENTER OF OUR CITY is provided as a very provided in the VEV CENTER OF OUR CITY is provided as a very provided in the VEV CENTER OF OUR CITY is provided as a very provided in the VEV CENTER OF OUR CITY is provided as a very provided in the VEV CENTER OF OUR CITY is provided in the VEV CENTER OF OUR CITY in the VEV CENTER OF OUR CITY is provided in the VEV CENTER OF OUR CITY in the VEV CENTER OF OUR CITY is provided as a very provided in the VEV CENTER OF OUR CITY in the VEV CENTER OF OUR CITY is provided as a very provided in the VEV CENTER OF OUR CITY in the VEV CENTER OF OUR CITY is provided as a very provided in the VEV CENTER OF OUR CITY in the	
2494	Nathan Walker			Do not widen/no build	The centre of our city, the pace with the inglised cleaning of Hobbian it is done to the pace of the centre of our city, the pace with the inglised cleaning of Hobbian it is done to the pace of the centre of our city, the pace with the inglised cleaning of Hobbian it is do there pace of the pa	
					would do described, Exerging motion Databac calling by down to base Anterior for the weekens without raving that serior individual solutions in the misciss of the scale. And Auditim Models be a safer places for it, no tot call it as will. And Auditim Models be a safer places for it, no tot call it as will.	
				Community Alternatives	Or you could nimove the highway entirely, like Rethink35 suggests. Either one works for me.	See Correlat #4
2495	Nathaniel Ogren	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Ahrego, William on commit Matherial Commy and I have been considered to the program of the best three the control in Matherial Commy and I have been considered to the program of the	See Correlat #5
	Ogran				Machinish Program Manager Tomay, Marque. Malk, on years is Marker Older John Service (Service). I was writing to express my opposition to the 135 expansion, the last thing the oily need is highway expansion in the model of the oily, i nor my forends very levining to use the highway for daily transit, expanding the highway only makes us more related to it, which is a being gainer for the planet and the oily.	
2496	Nathaniel Sattler	1/20/2023	MyCapEx Website - Comment Form	Regional connectivity	Please invest in more Rail transportation options between San Antonio and Austin for daily commuters	See comment #1
				Do not widen/no build	MobilitySS Program Manager Tommy Akrego, I am a serior originarry with a large entireprise entire entire entire entire entire entire from the entire	See Comment #5
2497	Nathlie Booth	3/1/2023	Email	Do not widen/no build	Mability Shogum Manager Tomay Angus, Law as earn prisons an Agric explanem grid min Audios. It is known that adding laws will not decrease staffic or solve for the mobility problems facing Audio. This explanation will only cause a butlienest acoust of the next. Not only is this project strongly opposed by readered but a tulimental yeal only crease a need for the seat of 35 to be expected. The bottom lies is highly expension on or solve an endermost by the solution and unknown that the solution is highly expension on or solve an endermost physical new names after orders. There to this differently.	Sea Comment #5
2497					It are a serior primer with a large explaneing firm in Audits. It has now in face a design linear will not decident a facility for a serior for the exhibity problems foring Audits. This opporation will only cause a bottlement of a Stab be expended. This opporation will provide the account of the account o	des Contracte 45
2497 ID	Northlie Booth Conteninter Name	3/1/2023 Date Received	Email Source	Topic	I are a serior primer with a large explaneing firm in Austra. It have one final satisfied (leave will not decisions build not decision for the southly problems foring Austra. This operation will only cause a bottlenet as actified to 35 bits expension. This operation office operation is decisionally not provide as early firms and 55 bits expension. This bottom lave is lighting operation for rot soft as evidenced by thousant and numerous other class. It's time to third differently. Comment	Restores
2497 ID				Topic Latert/Induced Demand	In an autor pinner with a large explaned in fig. of the Autor, it is known for the called given will not discovered by the called given by the cal	Regional Sa Corrent #18:
ID	Corresenter Name	Date Received	Source	Topic Latert/Induced Demand Reroute to 130	It as a series primer with a large explanent griff in in Audits. It is known that satisfied jease will not decrease surface and for the mobility problems foring Audits. This expension will drift years as briffered and in first the mobility problems foring Audits. This expension will drift years as briffered and in the first the strike differently. This british has in lightly expension in or work as exclusived by thousand and continuous other office. It is then it this differently. Comment Comment Line or sure when the distriction is but I from it will include public transportation and alternative modes for stroking (s) 15. 150 or 123 should serve an ligorises for all toxing feeded to such Teas. Lare not sure which the district is the I from it will include public transportation and alternative modes for stroking (s) 15. 150 or 123 should serve an ligorises for all toxing feeded to such Teas. Lare not sure which the district is the I from it will include public transportation and alternative modes for stroking (s) 5. 150 or 123 should serve an ligorises for all toxing feeded to such Teas.	Responses Sea Content 4 28; Sea Content 4 3
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2499 2499 2500 2501	Natival relate Natival relate Fleet Moore Fleet Moore Fleet Moore Fleet Moore Fleet Moore Fleet Section Regin Gouder a	2/31/2023 1/32/2023 3/1/2023	Source MyCapEx Website - Comment Form Email Email	Topic Latert/Voluced Demand Provide to 3:30 record Author General Support De not widen/no build General Support Biological Support Community alternation All Quelling Steme Latert/Voluced Demand	In an attern primer with a large explanation of the formation. It is known that called glaves will not describe the formation and implicate state for the mobility proteins formation. This experience is not a substance of the formation and uncomes with other and the contract to a figure experience in the contract to a substance of the formation of the contract to a figure experience in the contract to a substance of the formation of the contract to a figure experience in the contract to a substance of the contract to a figure experience in the contract of the contract to a figure experience in the	Sea Comment # 250 Sea Comment # 30 Sea Comment # 30 Sea Comment # 50 Sea Commen
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2498 2499 2500 2501 2502	Nation relate Nation relate Nead Moon Nead Moon Nead Scotton Nead Scotton Nead Scotton	2/31/2023 1/32/2023 3/1/2023	Source McCapte Vedestre Content from Ernal Ernal	Topic Laterify Technolic Domand Percent to 3.30 resist Justice General Support Do not estary to build General Support Dancel Support Dancel Support Dancel Support Community Alternative All Quality Telesia Laterify Vinhood Domand Community Alternative All Quality Telesia All Quality Telesia Paddit Strategy Paddit Strategy Paddit Strategy Paddit Strategy	In a secret date, and is a significant point of the significant point of the secret po	Name Comment # 250
2498 2499 2500 2501 2502	Nation relate Nation relate Nead Moon Nead Moon Nead Scotton Nead Scotton Nead Scotton	2/31/2023 1/32/2023 3/1/2023	Source McCapte Vedestre Content from Ernal Ernal	Topics Laterity Volumed Domand Percent to 3.30 resista Justice General Support Da not voleny to build General Support Beau yand saiding Beau yand saiding Laterity Volumed Domand Laterity Volumed Domand Art Quality Massive Art Quality Massive Art Quality Massive Art Strand, Multicodat Additionate Additionate Additionate Additionate	In a secret primary may be agreed primary from the primary formation from the control of the con	Text Control 12
2498 2499 2500 2501 2502	Nation relate Nation relate Nead Moon Nead Moon Nead Scotton Nead Scotton Nead Scotton	2/31/2023 1/32/2023 3/1/2023	Source McCapte Vedestre Content from Ernal Ernal	Topics Laterity Volumed Domand Percent to 3.30 resista Justice General Support Da not voleny to build General Support Biological Auditory General Support Laterity Volumed Domand Laterity Volumed Domand And Quality Massive And Quality Massive And Quality Massive And Strongly Multicodal Additional	In a secret date, and is a significant point of the significant point of the secret po	Section 1.5 Section 1.5
2499 2499 2500 2501 2502	Nation relate Nation relate Nead Moon Nead Moon Nead Scotter a	2/31/2023 1/32/2023 3/1/2023	Source McCapte Vedestre Content from Ernal Ernal	Topics Laterity Volumed Domand Percent to 3.30 resista Justice General Support Da not voleny to build General Support Biological Auditory General Support Laterity Volumed Domand Laterity Volumed Domand And Quality Massive And Quality Massive And Quality Massive And Strongly Multicodal Additional	In a secret primary may be agreed primary from the primary formation from the control of the con	Text Control 12

2505	Nessa Maez	3/7/2023	Email	Do not widen/no build	Analogist Progress Manager Entropy Control (Progress Analogist Entropy Control (Progress Analogist Entrol (Progress Analogist Ent	See Comment #5
					Terms (see, -ball-acid), and the above area. It is given the area. It is given the area is a second or	
					think about the future of this city. We want to make it a brighter and more accessible place for our children, don't we?	
2506	Nestor Ho	1/11/2023	Email	General Support	Dear Chairman Bugg and Commissioners: I am writing today to express my complete support for the 195 capital Express Central design as proposed by 1:001.1.55 is vital to the Texas and the US economy. Thosews, currently, the segment of 1.55 pining through Austin is congested and calculated. Lapital and thinking you for your continued support for this vital project. Sincerely, Nestor the Ohief Legal Officer Silcons Labs Thanks for your consciented in this respects. Set from the 16 Wildows	See Comment #8
					Silicon Labs Thank you for your consideration of this request. Sent from Mail for Windows	
2507	Neva Smitj	1/20/2023	MyCapEx Website -	Regional connectivity	We need to expand the lone star train and stop the expansion of ESS, the most dangerous highway in the United States. The expansion would create more dependence on cars and increase pollution. Expand the baself!	See Comment #1
			Comment Form		the trainff!	
2508	Nhi Vu	3/7/2023	Fmail	Do not widen/no build	Making Sanger Marrow Toron Grant	Sun Comment 45
2300	14.1	3/1/2023	Lines	DO NOT WINNING DURING	Mobility55 Program Manager Tommy Abrego, Highway expansions don't work and continue to avoid solving the real problem at hand. Please instead redirect your focus for public transit	Jee Contracts 62
2509	Nic Thatcher	440,000		Do not widen/no build	No TuCOT TuCOT. The 155 expension project should reduce noise and air pollution through the obj. Alon, it is important to have better driving alternatives that connect the East and West sides of 1.55. Including safer and convenient walking fabring alternatives.	See Comment #5
					Also, it's important to have better driving alternatives that connect the East and West sides of I-35. Including safer and convenient walking/biking alternatives.	
				Bury/tunnel	We should consider building an underground tunnel and also a gondola would be nice form of mass transit	See Comment #25
					in its latest design plans, the Teast Department of Transportation (TxD0T) wants to expand 1-35 to 20+ lanes through Audin. They are providing only 3 options for community input. No Build Alternative, Build Alternative 2, and Modified Build Alternative 9.	See Comment #5
					Alternative 2, and Modified disulal Alternative 3. Note of those strenstwer more region towards Vision Zero, safer streats, or a more connected community. Expanding I-35 will worsen congestion and discourage walking and bisycling. It's crucial that TADOT hears our thoughts on this	
				Do not widen/no build	project. I oppose expanding I-SS.	
					East-west crossings should be at least every 1/4 mile.	Sae Comment #20
				Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes.	See Comment #34
2510	Nicholas	0,00,000		Lower Speed Limits		See Comment #395
					All non-high speed readways in Austin should be designed for 25mph and be safe for all read-users.	
				Bike/ped safety	I don't want to travel around Austin on an intensione highway, whether in a car or by walking or bicycling, I want safe, pleasant, and wakable and bikeable streets.	See Comment #30
					I want community alternatives to expansion, including Reconnect Audin and Refried 35, to be fully studed. 135's falls will impact transportation, equity, the environment, and much move for generations. Your choose and latering Roughfully to connects malters. That is you.	See Comment 44
					Your choices and listening thoughtfully to comments matters. Thank you,	
				Community Alternatives		
2511	Nicholas Basha	3/7/2023	Email	Do not widen/no build	Mobility35 Program Munager Tommy Abrogo,	See Commant #5
					Manipuls Program Manage Temps (Name) and the Section of the Sectio	
					shortage crisis will only worsen that existing problem. Furthermore, the increased emissions from bringing more traffic will pollute our city. I'm casting on TxDDT and the City of Austin to stand up for me and develop a more sustainable solution.	
2512	Nicholas lamburni	101000	M.ConFr Website .	Do not widen/no build		See Comment #5
			MyCapEx Website - Comment Form		Please stop (or disastically durings) the proposed 135 expension 1, filed me Activists Pricting a going go joint per north places 200) even though current bisuprints show it won't. But, we don't want a Katy freeway in our oily. Please be realistic, when has adding more laines ever halped? It havn't, we all know what folicious Demains—in this has a borthless per in this as a borthless per in this as a borthless per in the in the a borthless per in the interest per in the interest per interest per interest per interest per interest per interest. The per interest per interest per interest per interest per interest per interest. The per interest per interest per interest per interest per interest per interest. The per interest per interest per interest per interest per interest per interest. The per interest per interest per interest per interest per interest per interest. The per interest per interest per interest per interest per interest per interest. The per interest per interest per interest per interest per interest per interest. The per interest	
					man reduced design as - common of the free page.	
				Air Quality/Noise	I live 289 feet from the current I35 access road. I fear any further expansion will make the noise even closer therefore even more unbearable. While my property is technically next to the I35 Express NORTH noninn	See Comment #34
					portion	
2513	Nicholas lambumi	191,000		Do not widen/no build	M-TOOT DOT	Sup Comment 45
					Ne ToOT ToOT, 14 Titles, 15 The Judging live in a currently about 299 feet away from the current OS access road. While it's secinculary in the "Yord" expansion which has been completed - I fear that expansion in the Central project will overflow into the North (even	
					The country of the sea Continuing and the continuing and the country of the count	
					Mon has more lanes ever fixed traffic, tocking at you Kety Freeway. Expanding 135 is likely a selfish money making goal for politicians. Then, sighting CapMeto as using 35 as a reason to expand it You've get to be kidding me.	
					Expending LSS is nearly a sertain money making gase for postcourts. Inter, signing cuposed oas casing SS as a reason to expend inc. Touris girt to de knowing ma.	
				Public Transit / Multimodal Transportation	Audin WANTS more trainsit glook or Project Connect; Help us with that, make that move faster. The only reason a lot of people don't use trainsit now is that until it's more reliable & offers more options people into oraniz maybe IDS will fee up.	See Comment #13
				Latent/Induced Demand	I'm not spring don't fir the upper/lower dock (that's a mess) but 20 lanes Insainty Induced Demand It's all hornible. Please, don't not be upper/lower dock (that's a mess) but 20 lanes Insainty Induced Demand It's all hornible. Please, don't not be this subject principle.	See Comment #18
2514	Nicholas Jacob			Do not widen/no build	Mr ThDOT ThDOT, I oppose expanding I-SS. Wide polluting highways through town are not what I want for Austin. I want safe, pleasant, and walkable and bileable streets.	See Contrast #5
					Loppose expanding I-35. Wide polluting highways through flown are not what I want for Austin. I want safe, pleasant, and walkable and breable streets.	
				Reroute to 130	Trucking, and commercial traffic, should be diverted around the city of Austin - not through it. Nicholais, laceb	See Comment #3
					Nicholas Jácob	
2515	Nicholas Oden			Air Quality/Climate Change	Mobility35 Program Manager Tommy Abrogo,	Sax Correspond # 28
				. 4	No formy My name is Nicholas Oden and I am a resident here in Bouldin Creek. I urge you to rethink the expansion of 135. Expanding the highway will only perpetuals car dependency and increase carbon emissions.	
		1			The control of the co	
				Latent/Induced Demand	We must to think long term and logically – and this proposed plan does neither. The benefits of highway expansion WILL be felt initially, but over time, the road will once more become congested pre-expansion.	Sae Correnant #30:
		1				
				Bury/tunnel	Lurge you to consider putting the highway underground. From an economic and development perspective, this is a great opportunity! The land that I SS currently sits on is prime real estate and valuable urban land. This land could be retrofitted as a new boulevard — something South Congress-esque, Lurge you to look at what other American crisis have done to reimagine their urban centers, like Boston Nicholas Oden	See Comment #25
					The second secon	
2516	Nicholas Robertson	500000	VOH	Do not widen/no build	If (35 is going to be expanded, it must be capped from Lady Bird Lake to Airport BLVD. In this same vein, the highway should have the ability to be capped from Airport BLVD to HWV 200 in the future.	See Commant #5
				Reroute to 130	Additionally, 15 wheeler brokes should be routed to use 291 130. This can easily be done by using comera toll "geter" on the north and south sides of Austin so if an 15 wheeler drives through the north gets, then yet tolled ut a much higher not be than 15 toll around the dip.	Seconnel 43
					then south gate (or viora versal), they are tolked at a much higher rate than if they had taken SH 130 around the city.	
ID.	Commenter Name	Date Received	Source	Yosic	Comment	Resources
2517	Nichrie Hoene			Do not widen/no build	Mobility35 Program Manager Tommy Atrogo,	See Comment 45
					Notice 30 region invariage i commy acrospo. Natio, I am a former resident of Austin and I have family members who live in Austin. I oppose InDOT's plans for I-35 and I oppose expansion.	
		1			THE RESIDENCE OF THE PROPERTY	
				Public Transit / Multimodal Transportation	Support a better coordinated public trainst-first project that considers the safety of Austrinian, contributes to a sustainable environment, and promotes community. The metro system was helpful during my years as a student, and I believe that enhancing a comprehensive public trainst-first project would promote the benefits mentioned above.	See Comment #13
				latent/Induced Demand	ACCT process in the project croses will be allower consequences. It givens included broand, construction inspects, perfoculate madiller profession from it west, this follower of almost all highway expensions. The success of the ways premate, and a notifice model is labely expensions for several and appropriate for several and appropriate for several and appropriate for several and appropriate for several and appropriate for several and appropriate for several and appropriate for several and appropriate for several and appropriate for several and appropriate for several and an international profession for several and appropriate for several and an international profession for several and appropriate for several and an international profession for several and appropriate for several and appropriate for several and appropriate for several and appropriate for several and appropriate for several and appropriate for several and appropriate for several appropriate for several and appropriate for several appropriate for several and appropriate for several and appropriate for several appropriate for several appropriate for several appropriate for several and appropriate for several appropriate for several appropriate for several and appropriate for several appropriat	See Comment #18
					Highway expansions do not work as they worsen congestion seen through the expansion of Katy Freeway in Houston. As someone who frequents Austin and speaking on behalf of my family members who are residents of Austin, we do not want to use an interestable histories for free family and interest of the Charles of Austin, and on the presentation of the Charles of Austin and Austin and Speaking on behalf of my family members who are residents of Austin, we do not want to use an interestable histories for free family and interest of Austin and Speaking on behalf of my family members who are residents of Austin, we do not want to	
					жен же положения опросоку не нешения не нешения нешен	
2518	Nichole Wiedemann					See Comment #21
2518	recrote Wedemann				Mitigate displacement of continuations of color and low-income families by minimizing the proposed ROW. The preferred scheme proposes to increase the ROW to an extent which places a possible 107 commercial and residential properties at	OW COLLEGE \$1
				Business/residential displacement	Integral displacement, committee or coor and one-occurs immans by immitting the properties are more constructing properties as resident displacement, committee of displacement, committee of the properties as resident of the properties of the prop	
				Reroute to 130	Mobility35 Program Manager Tommy Abrogo, Please reconsister your poposable with the following in mind	Seconner(#3
					Please reconsider your proposals with the following in mind TACOT should incentivate traffic to use SH130, which was built as a bypass to I-35, but is currently not financially structured to encourage long distance drivers to go around central Austintifffffffffffffffffffffffffffff	
1		1				

				Latent/Induced Demand	Redesign any improvements to minimize induced Demand, whiche mines towered, and the resulting publisher. This would include a reduced behalf subject Demand, increased VMF, and a realistic essessment of both current and fuzze publishes and that does not simply assume electric vehicles will above been suspectfill filteral.	See Comment 418
				Mitigation	Miligation strategies beyond capping in part of devertown and part of Uf Austin should be offered. This should include strengties that align with Austin's Climate Equity plans to reduce transportation emission/ITTTTTTTT	Sax Comment #2368
				Water Quality	Radiologin water management, including management of stormwater, runoff, and flooding, to ensure that water is filtered and treated before being returned to the Colonido Revertitititi	See Comment #125
				Caps/deck plazas	Design the project so that additional caps and stitches can be added at a later date throughout the length of the project so that caps can be accepted by both pain-like open spaces or buildings or 3-stories to allow for best use of the area over timettittiti	See Commant 442
2519	Nu	20000	VOH	Do not widen/no build		Sai Comment #5
2329	THE STATE OF THE S		4011		Adding laws, saling over only published, durging one varienable where into Lody (from Links, removing discordance) and of long lody to a did move each of from len't a station. TXCOT continues to rain featurable through the community while feating community support, feetback, and engagement.	
				Reroute to 130	No one wants more binase, hosted or make throke go want or 125 hosted of briding them to go amound boar, why don't we bill them through them as they have modivation to go amound boar. We are going to create more historial Demand, noticed of finding southors to lower demand.	Se Commet#3
2520	Nick Aamodt	1/30/2023	Email	General Support	Our Common begand Commonwers have not or registring that 15 through Justin is over of the contrargent conting segment in the Stand of Issue. As his unless obtained contrargent conting segment in the Stand of Issue. As his unless obtained contrargent of the contrargent contrargent contrargent in the Stand of Issue As his unless of Issue Stand of Issue As and Issue Stand of Issue As and Issue Stand of Issue As and Issue Stand of Issue As and Issue Stand of Issue As and Issue Stand of Issue As and Issue Stand of Issue As and Issue Stand of Issue As and Issue Stand of Issue As and Issue Stand of Issue Standard of Issue Stan	So. Contract # 8
2521	Nick Escue	1/13/2023	Email	Do not wider/no build	Appropriate for gain may be trained Auditor contractable for early person for high parts, in value (ASE). Appropriate producting (ASE, and I resuld it as executed of the ASE) found of commissioners, Assistable products and the appropriate products and contracts to the ASE in	See Comment #5
2522	Nick Grady			Do not wider/no build	Making Shipping Manage Tomay Abrago, Add Wilder Retrievant. There are already far too many freeways in the LIS that disrupt neighborhoods and have a generally detrimental effect. Please for the loss of got don't make any more hiddown highways.	The Comment #S
				Public Transit / Multimodal Transportation	Speed that money on better alternative transportation infrastructure.	Sa Commet #3
2523	Nick Kitlian			Do not widen/no build	Natio, I are concerned about the USS project as it will displace many home and businesses with little gists. As we all know, we can't build our way not of congestions to any highway projects should be to increase adoling and minimals the impact of the reaching to the areas that they not brough.	See Comment 65
				Caps/Deck Plazas	Appart of this project, TuCOT must commit to funding and building the pack caps on their own dime. Without the pack loops being funded and built as part of the initial project, the project is beet felt unbuilt at	See Comment 442
					al.	
2524	Nick Littlejohn	2/20/2023	νон	General Support	New concerns what historic Dereck, sight in past of concerns and equipment of people of the cover. In play pay in mere history that menting people or since the property of the concerns and	Sea Comment 4 8
2525	Nick Littlejohn			Community Alternatives	ModRINGS Program Manager Tomery Manage. ModRINGS Program Manager Tomery Manage. Families would like to ask you to support the Refitted SS and Reconnect Auditor pisons.	Sec Connect 44
				latent/induced Demand	We would like to not have induced Demand cause more congestion, pollution, disease in our community.	See Comment #18
				Reroute to 130	Wild Sile to have mass brainst and dense, active transportation vs single occupant vehicles. Trucks should take the 183 / 130 loops vs being downtown when headed to Mexico and Canada.	See Comment #3
				Lower Speed Limits		Saw Comment # 305
					The reset low speed boulevards and pales, cap and staffs or ground level as well as take larest, trees and advessite. We need register and safe crossingly to reconnect neighborhoods. These you for entroping a world does vision of our new, underground religious about ground property as about gar Austin for describes to cross. Nationals.	
2526	Nick Mayes	1/31/2023	MyCapEx Website - Comment Form	Public Transit / Multimodal Transportation	I self more commuter rail in this state so I don't need to drive everywhere. It would also make the times I do drive laster and more expected since there'll be less care on the road.	Sex connect #13
2527	Nick Overturf	3/7/2023	Email	Do not wider/no build	Makes Shirt Septembers (as the septembers of the septembers) and the septembers of t	See Comment #5
2528	Nick Virden	600,000	VOH	Assthetics		See comment #603
					to both alternative build proposals. The Internative actif looks like a glast rift (chasen in the ground, and while sedering the SMLs is helpful, it down't get for enough into reducing the visual and populosigical impact the Internation overlate by being visible.	
				General Support	I think that the Build Albertative 3 is the best choice as outlined here	See Comment #8
				Caps/deck plazas	All Copis should automatically be part of the project scope. By suggesting the caps are "optional" odeleds the very sport of lowering the highway in the first place to should be urban fairt of Audin back tagetine. Thinking open urban spaces like N/46 Marrier Mink in downtown Dalkia are proof that it's possible to accomplish both the traffic goals and urban fairt-it goals cutined in this proposal.	Sax Comment #42
					together. Thinking goon urban spaces like Vojek Waren Pinki in downtown Dallas are proof that it's possible to accomplish both the traffic goals and urban fabric goals coulined in this proposal. That said, with build alternative 3 being the most desirable outcome, all of the cape should be included in the final build.	
				Lowered lanes	It is one thing to lower the lines, but it still creates a visual and psychological barrier to cross-lown pudestrian and bicycle traffic.	See Topic #25
2529	Nickoli	1,00,000	MyCapEx Website -	Do not widen/no build	Fam 110% against expansion of ISS.	Sac Comment #5
			Website - Comment Form	Regional connectivity	Teas needs a light rail eption. It is indication that there is no light rail system in Teas, especially one from San Antonio to Audit, which could take more purple between the 2 crisis quicker than if they were using cars kneed in Teas and invest in the Lone Star Rail.	See Comment #1
2530	Nickell Garcia	3/7/2023	Email	Do not widen/no build	Mobility 55 Program Manager Tommy Arrego, Lam a Mileting resident of Treas and I shotelesantedly oppose any expension to 155. I expect TICOT to stand up for its correlativents (for once), for them to work together with the Audin City Council, and for the stale to create a light speed nill that	Sau Comment #5
2531	Nico Prada			Do not widen/no build	Making Shape Makage Transp Kange, and a separation to 155 in specific OT is start up for my constituents for most, for them to seek typider with the Audit Oily Council, and for this start to create a light specific OT is start up for my constituents for most, for them to seek typider with the Audit Oily Council, and for this start to create a light specific of the start to create a light specific or the	Sa Connect #5
				Public Transit /	detrinental to surrounding communities.	The Comment #13
				Public Transit / Multimodal Transportation	Teach rather was invademental in publication and treasoft formerly present, like thirties255 yregoral or expring that help convext. Audit in eighthrhoods. As common who lives in an area whose residents disproportionally use public transit and local labe services, this tighteey expension does nothing meet our transportation needs.	January 12 - 12 - 12 - 12 - 12 - 12 - 12 - 12
2532	Nicola Sicchieri			Do not wider/no build	Making 35 Program Manage Tramps Report, are a resident 370 Weeken and Action TRDEC 1 load in issent or countries and fin Supply to call Action forms. Fin abouted to learn about the 35% experience plans and if opposed this ToOT experience plans. Augm does NOT read more 350 lares. Report ToOT, Augm Cbp Council, and other representatives to start up for me. Boot regards.	See Comment #5
					in the past few years more and more studies have confirmed the fact that when you build more lanes on already-congested roads, traffic simply grows to fill those new lanes as well.	See Comment #18
					L35 is one of the deadlest, highway in U.S.	See Comment #5
				Community Alternatives	We need to look at the future of transportation and promote the use of public transport, and bicycle use, that's etry I support proposal such as the Rethink 35.	See Comment #4

				No de calle del circo		E. A. C. C. C. C. C. C. C. C. C. C. C. C. C.
					3-35 already generates significant polistion and noise. Expanding it will only exacerbate the situation.	Sate Contraint # 3/4
ID		Date Received			Commet	
					Comment of our talgeted any of the plansy proposed by TOOT missed to 13.25 should not be remained any write and the number of walk, well crossing planted on the residue. 13.35 missed denies to 13.25 missed certain to the same of the number of walk, well considered to 14.25 missed of their he formation in the number of walk of the number of the number of the number of the number of walk of the number of the number of the number of the number of the number of	Seconnat(#3
					This is not what Audithibits ware The community area of the community and the community and the community area of the community area.	
					 We have other, better options for intensity frailfier. Auditin in 2023 has the opportunity to utilize highway arteness outside of the city center (such as 253) for intensity trieval. We can boose on utilizing a robust public transportation system within the city's downstown. There is no reason for none substance or intensity between specialist public of a ubstant city. 	
					- The current plan is bad for the city's health. The alternative plan to fully cap L-35 with parks was proposed by Austrinias and has broad support. The plan to fully cap I-35 would be better for the health of the city and its people by connecting the seat and west side of the city. recipient position, requiring mice and control con	
					proposed by TXXXX will increase pollution, decrease the health of residents, reduce active transportation in the area, and increase traffic injury and fistality.	
				Reroute to 130	 The current plan is bad for local businesses. Not only is the current plan had because it would displace businesses, it will also negatively impact Austin's tourism business by creating a pollution creating eyesore (an expended 135), reducing the number of each year for seal, west creating, and making it dispeases to walk read the centerior of the city. 	
					 Research shows that regarding 1-35 will not solve our traffic problems: Research and other cities' experiences show to that more lance do not reduce traffic. The increase in lances actually leads to more people driving. Climater finescale in early for the people and reservation of contract or transmission of contract or transmissions of contract or transmissions of contract or transmissions. 	
					need for cars, especially those fusiled by gasoline.	
2533			MyCapEx Website -			
2033	Nicolaas Janssen		Comment Form	Recial Justice	- The design of 135 has a racrist history: 135 has a racrist history of dividing Austin's communities in East and West Austin.	Saw Comment #3
				Bike/ped safety	The current plan only further divides West and East Austin by reducing the number of paths that cross the highway and making it even more dangerous and scary to cross for pedestrians, bikers, busins and	See Comment #30
				Const pace savery	The California plant to a group of the state	JOB CONTRACTOR OF THE PROPERTY
				Caps/deck plazes	Austiness support Project Connect, buying AVO capping 135 with space for pads and local businesses (paid for by TOCOT), not simply putting the highway in a giard distribute is impossible to cross. Austinites want to be able to travel easily at many points across seal/west.	See Comment #42
				Business/residential displacement	The plan will permanently displace valued longime residents and businesses: The plan would displace many Austinities from their homes. It will also displace many businesses including Texas Thrift (an	See Correlat #21
					important and valued source of secondarian difficultable coloring, formitures, and home goods). Finish (a very important source of allorablable goods), the Austin Chronical (invaluable news source that has served the community for decides). Sales Called and While (in) (cultures) centres and valued local businessess), Committing for each sharce (a) reference (PRCP) within provides healthcase for people errorbed in Medicidal and who are uninnumed), and a branch called a provides healthcase for people errorbed in Medicidal and who are uninnumed), and a branch called a provides healthcase for people errorbed in Medicidal and who are uninnumed), and a branch called a provides healthcase for people errorbed in Medicidal and who are uninnumed), and a branch called a provides healthcase for people errorbed in Medicidal and who are uninnumed), and a branch called a provides healthcase for people errorbed in Medicidal and who are uninnumed), and a branch called a provides healthcase for people errorbed in Medicidal and who are uninnumed), and a branch called a provides healthcase for people errorbed in Medicidal and who are uninnumed), and a branch called a provides healthcase for people errorbed in Medicidal and who are uninnumed), and a branch called a provides healthcase for people errorbed in Medicidal and who are uninnumed), and a branch called a provides healthcase for people errorbed in Medicidal and who are uninnumed).	
					Regime of personants grature under ingene extension and increases. The piece and displaces are not displaced and personants for piece in and a second properties of an additional properties of an additional properties of a second personant personants. A present personant personants of personants are increased an additional personal personants. A personant personant personants are increased an additional personal personants and personants are increased and personants are increased and personants are increased and personants are increased an additional personal personants. A personant personants are increased and persona	
2534	Montas Broods				Continual highway expansion will not fix our problems, only through rail expansion will we be able to handle the consistently increasing transportation load of Texas.	See Comment #13
2534	Nicolas Broaddus	2/1/2023	MyCapEx Website - Comment Form	Public Transit / Multimodal Transportation	continual frightway expansion with not bit our problems, only through rail expansion will we be able to handle the consistently increasing transportation load of Yesss.	Sale Comment #33
				Transportation		
2535	Nicolas Gutierrez			Do not widen/no build	Mobility55 Program Manager Tommy Acrego, Lam a resident of South Austin.	See Correlat #5
					Comparing agents. 16.01 is part for 17.52 and 1 and comparing agents expension. 2. "Own and Constitution for plant seep seem of comparing with expensions." 2. "Own and Constitution for plant seep seem of comparing with a 2017 of the 18.00 and 1	
					TuDOT, Austin City Council, and whoever else is in charge of this process has an opportunity to do better and not repeat mistakes that we've time and again seen the outcome to. Please do not expand 1-35.	
				Latent/Induced Demand	ThOO's process in this project is flawed: It ignores induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of fineway removals, and its traffic modeling is flawed.	Sao Correnant #18
				Air Quality/Noise	Fighway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and safety, and transportation options beyond driving.	See Correlat #34
				Water quality	water polition	See Comment #125
				Multimodal transportation	I am for public transit and makes fravel more accessible to those who car't or don't drive.	See Comment #20
	No. to Access	2/24/2023	11011			
2538	Nicolas Scott	2/24/2023	VOH	General Support	This is a lantiastic cleager. I aim a native Austrate who for decision has been having of plants to improve 1-35. It is seriored as though it would never actually happen. Now we are on the brink of sinitrating construction, and these are some very equivalely whence londing everypring flety can to built this much needed project decision with any expense activities group to havinder progress on this construction.	See Comment #8
					This is a formation design, from a staffer indication that for contact his to be invested of plans in trappers. All \$1, second as frough it would never actually begin. When we are so not be their of activities, and included the staff of the staffer in the staff of plans in the staffer indication and included the staff of their indication and included the staff of their indication and included the staff of their indication and included the staff of their indication and included the staff of their indication and included the staff of their indication and included the staff of their indication and included their indication and incl	
2537	Nicolas Thatcher	1/6/2023	MyCapEx Website -	Regional connectivity	It would be great to see a dedicated pass-through lane from 71 to 290, which can be used for larger freight trudes. This could clear a lat of the inner city congestion by directing pass-through traffic to a fast lane. Similar to what we see with the tot of radio on Mopac.	See correnant #3
			Comment Form		lane. Similar to what we see with the toll road on Mopac.	
2538	Nirrelas Wehster	1/8/2022		Barranto to 190	line. Smile to what we saw with the lost road on Mitigac. Laws storage connected to additional conference of the conference of the Netforce of St. is constructed. Laws traditional conference on the conference of the Netforce of St. is constructed. Laws traditional conference on the Conference on th	Sa remerit à l
2538	Nicolas Webster	1/8/2023	Comment Form MyCapEx Website - Comment Form	Reroute to 130	less. Strains to not we see with the fair on an Region. Less thorough opposed to adding any copacity in additional strains columns to 35.0. The TOOT, a requiry of the strains and on 35.0 had strains. Cools buttle crossation does "not" need to be amend by an increased by the contraction of the strains of	Securiori (4)
2538	Nicolas Webster	1/6/2023		Reroute to 130	these Contracts to be not we see with the first and not begin; The energic proposed is noticing any copacity in editional solid; values in ISS. The TOOT, an anapolity of the solidice and SS is local solid;, cand before crossion does "not" need to be served by an anapolity of the solidice and solid	Sea communit #3
	Nicolas Webster	1/8/2023		Reroute to 130	Are money, opposed to adding any opposity for additional forest colores in U.S. Per TOOT, a regardly of the further or 35 is been fault, cond traffic circulation ibox "over" reset to be seried by an instantial highers, the money covered place (included to exposed 55 points and any execute in industry fault in the fault of the reset of the fault of the reset of the fault of the reset of the re	
2538 2539	Nicolas Webster	1/6/2023		Reroute to 130 Laters/Induced Demand	Are money, opposed to adding any opposity for additional forest colores in U.S. Per TOOT, a regardly of the further or 35 is been fault, cond traffic circulation ibox "over" reset to be seried by an instantial highers, the money covered place (included to exposed 55 points and any execute in industry fault in the fault of the reset of the fault of the reset of the fault of the reset of the re	Sea connect 43 Sea Connect 43
	Nicolas Webster Nicolas Webster	1/6/2023		Reroute to 130 Latert/Induced Demand	Are money, opposed to adding any opposity for additional forest colores in U.S. Per TOOT, a regardly of the further or 35 is been fault, cond traffic circulation ibox "over" reset to be seried by an instantial highers, the money covered place (included to exposed 55 points and any execute in industry fault in the fault of the reset of the fault of the reset of the fault of the reset of the re	
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2539	Nicolas Webster Nicolas Webster Nicolas Webster Nicolaus Sherstil	1/6/2023	MyCapEx Website - Comment Form	Laters/induced Demand Laters/induced Demand Personal to 130 Base/yell setting	Les motings proposed to adding any opposity for additional brill for additional brill for columns to 33. Nor TOCK, a requestly of the brillion of 33 is about brillio, bear facility. The receipt proposed to additional price of the second of 33 is about brillio, bear facility. The receipt proposed to additional	Des Connect #35 Des connect #35 Des Connect #35
2539	Nicolas Webster Nicolas Webster Nicolas Sheriff	3/6/2023	MyCapEx Website - Comment Form	Laters/insticed Demand Revoke to 130	Les motings proposed to adding any opposity for additional brill for additional brill for columns to 33. Nor TOCK, a requestly of the brillion of 33 is about brillio, bear facility. The receipt proposed to additional price of the second of 33 is about brillio, bear facility. The receipt proposed to additional	Sac Connect 4 Si
2539	Nicotias Wednater Nicotias Wednater Nicotias Wednater Discretifi	2/6/2023	MyCapEx Website - Comment Form	Laters/induced Demand Laters/induced Demand Personal to 130 Base/yell setting	Les money) reposent to adding any opposition for the colores to 133. No 1500C, a required of the before o 33 as have freeling and the before o 33 as have freeling and the before o 34 as have freeling and the before o 34 as have freeling and the before o 34 as have freeling and the before o 34 as have freeling and the sedimental and the before of 34 as have freeling and the sedimental and the sedimental and the before the before of the sedimental and the before of the sedimental and t	Des Connect #35 Des connect #35 Des Connect #35
2539	Nicolas Webster Nicolas Webster Nicolas Webster	1/6/2023	MyCapEx Website - Comment Form	Laters/induced Demand Laters/induced Demand Personal to 130 Base/yell setting	Les notings proposed to adding any opposity for additional traffic or animal to 150.7 feet TCOT, a requirely of the funding on 150 a least further count forms to 150.7 feet TCOT, a requirely of the funding of the fun	Des Connect #35 Des connect #35 Des Connect #35
2539	Nicolas Webster Nicolas Webster Nicolas Webster Nicolas Sharell	1/6/2023	MyCapEx Website - Comment Form	Laters/induced Demand Laters/induced Demand Personal to 130 Base/yell setting	Les notings proposed to adding any opposity for additional traffic or animal to 150.7 feet TCOT, a requirely of the funding on 150 a least further count forms to 150.7 feet TCOT, a requirely of the funding of the fun	Des Connect #35 Des connect #35 Des Connect #35
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2539 2540		1/6/2023	MyCapEx Website - Comment Form	Laker, frobused Demand Person in 130 Bring and water, Water quelity	Les notings proposed to adding any opposity for additional traffic or animal to 150.7 feet TCOT, a requirely of the funding on 150 a least further count forms to 150.7 feet TCOT, a requirely of the funding of the fun	Des Connect #3 Des Connect #3 Des Connect #3 Des Connect #35
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2539 2540		1/6/2023	MyCapEx Website - Comment Form	Laker, frobused Demand Person in 130 Bring and water, Water quelity	Les notings proposed to adding any opposity for additional traffic or animal to 150.7 feet TCOT, a requirely of the funding on 150 a least further count forms to 150.7 feet TCOT, a requirely of the funding of the fun	Des Connect #35 Des Connect #35 Des Connect #35 Des Connect #35
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				Public Transit / Multimodal Transportation	The resources would be better spent discouraging the use of personal vehicles by creating better public transportation such as a railway system.	See Comment #13
				Latent/Induced Demand	Studies have shown additional laines do not decrease traffic congestion.	See Comment #18
2547	Nicole Rossett	1/31/2023	MyCapEx Website - Comment Form	Do not widen/no build	We prefer the Build Alternative 2, not the preferred Build Alternative 3	See Comment #5
			Comment Form			
2548	Nicole Sizer			Do not widen/no build	ModelinGS Program Manager Compre Advanta.	See Comment #5
					Microsph Sharinger Tommy Acregio. If my mans in bloom Size and 1 think 155 does need to be redone but not in the way it's being proposed. I do like the new found intercement/inly with more pudestrian and bike lanes. This is Charrywood and work in fiddingwood. I are purchased my being	
					an policino de my descripción registrarizado decisione e minera superiorizado de contra de managemento de managemento de contra de managemento de managemento de contra de managemento de managemento de contra de managemento de manag	
				Community Alternatives	However, I do agree with groups like flethink35 who think non-local traffic should be diverted around the city in efforts to increase development/economy east of downtown and to decrease congestion through the most central part of our city. Currently my commute is about 30 minutes to go 4 miles.	See Comment #4
					потодуп том поле сентра риет от ошт стр. сигненку пу сентилые в авоок 30 изплава во до 4 извав.	
				Air Quality/Noise	I do not want to relocate as I love the location of my neighborhood but the noise and constant traffic is draining on my everyday experience.	See Comment #34
				Emergancy services	I think that more lanes dedicated to ride share/emergency vehicles is a good idea but will they become just as congested as the HDV lanes in Dallas?	Saw Comment #463
				Latent/Induced Demand	The lane increase is necessary as long as no neighborhood is affected.	See Comment # 18
				Caps/Deck Plazas	If think that the deletion of the overhead decks as far as traffic goes is a good plan but keeping the supports for a pairk over the highway will help the skyline of Austin. A park over the highway not only gats ind of the eye sore of traffic but also directly showcases what's at the heart of Austin: nature. We are known for our picturesque river views and active lifestyle, why not continue that notion when visitors first look	See Comment #42
					at Austin?	
					Mobility.55 Program Manager Tommy Abrogo, AUT radio oncor Sedurated an Austin resident who said that when she first moved to Austin she was advised by a life long Austinite never to take 1-35 she would thank her for it lister. And indeed she did when over some 20 years later she had still	See Comment 45
					NOT read once feature an Austin resident who said that when she first moved to Austin she was activated by a 16 for pay. Austinities event to that \$1.55 she would for the hear of a manage and the pay and for pay. Austinities event to that \$1.55 she would for the hear of a manage and the pay and for pay. Austinities event to that \$1.55 she would for the hear of a manage and the pay and for pay. Austinities event to that \$1.55 she would for the hear of a manage and the pay and for pay. Austinities event to that \$1.55 she would for the hear of a manage and the pay and for pay and for pay and for pay and for pay and the pay and for pay and pay and the pay and for pay and pay	
				Do not widen/no build	to the UT campus where I teach. Every day I ride over I-35 observing the stopped traffic, breathing the pollution, witnessing the eye sore of cars and concrete It's frankly dystepian. As Texans we need to think not just a couple years ahead but	
2549	Nicole Smith				have driven in 135 and had are region. This is how we all fast. 155 a conting that immose and the science whis is experient oncessor work because of induced bernaut, arrang of their things, in the continue of the science of the sci	
	1		1	<u></u>		
1	1		1	Community engagement	Do the right thing TX-datf Stop your efforts to expand i-35 against the wishes and interests of our dity's residents.	See Comment #320
				Community Alternatives	Support one of the many science-based atternatives to I-SS expansion (e.g. flathrink I-SS's proposal)	See Comment #4
2550	Nicole Welling	3/7/2023	Email	Do not widen/no build		See Comment #5
					We TaCOT TaCOT, Less today (appoint to the 155 expansion project, it not only undermines the goals of our community to provide safer and more washable streets, but is a builfic hightness. More laine means more traffic, This proposal is not good enough for our community.	
					A	
ID	Commenter Name	Date Received	Source	Topic	Commet	Response
					Making Sangers Manager Temmy Ampers, Hall self-Angers, Les on High Systy habity becaused have been deep justime for 3.5 and would like to explain why 5 believes the second of the sec	See Comment #5
1	1		1		restors are rustages. If any writing it is you to take because I have heard of the plans for 535 and would like to explain why I believe this would be a travesty for the us fiving in the area. As you are very well aware quite a lot of people have been moving to the area and	
1			1		with them comes many more case. I live in Killson by JOS and can assure you that expanding the lightway will not work. The amount of crashes this happens are	
2551	Nigel Brittian	3/7/2023	Email	Do not widen/no build	expanded it countines times but the traffic has become even voice. I sake you to thirk nationally and legical of the issue of hand. Equivalently the lightway does not work and would simply waitin preclass time and resources. I have become even voice. I sake you to thirk nationally and the preclass time and resources. I have become even voice in such a second or the resource in the same of the same o	
					With all due respect and reverence,	
2552	Mithi Pakeigost			Do not widen/no build	Habitel Boren Wanner Town - Broats	Saw Corresent #5
2332	Takes Schelling			DO HOL WILMING DURIN	Substitution Suppose Manager Temory Adopting Assist Tem 10 House Processing Temory Adopting Assist Tem 10 House Processing Assistan. The 10 years of construction will not provide any benefit to traffic in Auditor and assist of any sense of many participation years properly Sense. Toget the 100 Office in Auditor and assist of any sense of many participation and any assistance of the 100 office in Auditor and and as a sense of many participation and assistance of the 100 office in Auditor and and assistance of the 100	See Constant #2
					would be a waste of money and rurn people's trees. I hope that TXCOT and City of Austin representatives will listen to the people and stop this expansion. Thank you.	
					NAvis Scheimost	
				Business/residential displacement	Cherrywood is a longtime well established neighborhood that will be negatively affected by the encroachment of such a wide ROW and it will force several businesses and homes to leave which is a tragic loss.	See Comment #21
				Caps/Deck Plazas	To agree with the plan to remove the upper decks, however explanding the road into our lovely neighborhood would be detrimental to those that the here. Also TAOT has no plan to allow for cupping/decking the segment between Dean Kealton and Alport Bod which would be beneficial.	Sae Comment #42
					capping/decking the segment between Dean Keeton and Airport Bhd which would be beneficial.	
				Reroute to 130	I don't feel that this highway expansion will work and alternatives to expansion should be considered like using SH-190 so there's not heavy traffic going through neighborhoods.	Seconnect#3
				Do not widen/no build	Ne TACOT TACOT. As a resident of the North Loop neighborhood and someone who works at a business alongoide (DS.) strongly oppose the expansion of (DS.) urget the decision makers to liden to the loud dissent of the commonly and explore alternatives.	See Comment #5
					community and explore alternatives.	
				Public Transit	/ Use many Audin residents, I word SS as much as cossible. I prefer to ride my bike to work through the beautiful Hode park neighborhood, and to drive along Lamar, Burnet and Contress so I can check out the wonderful local businesses on my	See Comment #13
2553	Nikki Viv			Multimodal Transportation	Use many Austin residents, I award 255 as much as possible. I prefer to ride my biles to exist through the beautiful Hydra pain neighborhood, and to show along Limans, Burnet and Congress so I can check out the worderful local businesses on my way to wherever fire gireg. When I need to go devertows, I take a bus to avoid paining and have more of a chance to relax and watch our beautiful city go by.	
2553	Nakki Vily			Air quality/noise		See Comment #34
				Air quality/noise	135 harmfully slices the dry in half and causes pollution, noise and inconvenience for its citizens. If Austin is truly the progressive and "weiet" city it likes to being about being, and if it wants to retain and even improve its character, it has no business expanding a highway that nons through the center, that is not for its residents but for through traffic.	DAN LOTTERNIT # 34
1	1		1	<u></u>		
1	1		1	Bike/ped safety		
1	1		1		I want to keep working at the True Blace on Algorith bodward, which could be knocked out by the expansion. I want my yild to be a bail to safely bike around the city. I want community alternatives to be exclosed, societies for traffic to be redirected to history that will have not the safe to be in the safely that the safe to be redirected to history that will have the safely all the safely that the safely the safely that the safely the safely that the safel	See Comment 830
2554	Nikolai Yangdit				I want to keep working at the Tine Blau on Alport budework, which could be knowned out by the expansion. I want my ket to be adde to safely bike around the crip, I want community alternatives to be expired, specifically for traffic to be redirected to highways that skirt auxin, rather than sitce it down the midfile. Thank you,	The Comment #3D
				Do not widen/no build	Mobilitý S Program Mariager Tommy Atrego,	Sea Communi #50 Sea Communi #50 Sea Communi #5
				Do not widert/no build	Mobilitý S Program Mariager Tommy Atrego,	
				Do not wider/no build		
				Do not widen/no build	Mobilitý S Program Mariager Tommy Atrego,	
					Manager Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps	See Communit 65
					Assisting Engine Manager Training American State of the Control of	
				Business/residential displacement	Manager Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps Abregar Thomps	See Comment 65
					Assisting Engine Manager Training American State of the Control of	See Communit #5 See Communit #5
				Business/residential displacement Public Transid / Mutrimodal Transportation	Existing 35 region bilinage Training Abregion to Service (Austin and Training Abregion (Austin and Training Abregion (Austin and Training Abregion (Austin and Training Austin and Training Austin and Training Austin and Training Abresion (Austin a	Sea Comment #31 Sea Comment #33 Sea Comment #33
				Business/residential displacement. Public Transit / Multimodal Transportation Latert/induced Demand	Security 2. They are Manager Training Anager. 1840	See Comment #3 See Comment #32 See Comment #33 See Comment #38
				Business/residential displacement Public Transportation Transportation Lahers/Induced Demand Air Quelity/Yosse	Assisting 5 Program Manager Transp. Accept. The program of the pr	See Conserved 42.1. See Conserved 42.3. See Conserved 42.3. See Conserved 42.3. See Conserved 42.3. See Conserved 42.3. See Conserved 42.3. See Conserved 42.3. See Conserved 42.3.
2555	Nina Collard	3/1/2023	Email	Business/residential displacement. Public Transit / Multimodal Transportation Latert/induced Demand	Analysis Propose Manager Training Storage. Hall, Analysis Propose Manager Training Storage for proposed to separat 515. The proposed in its current states is deeply traditiong. I am for redesigning 556 as a burdeaund drough downtown for it will states reduced beautiful to expend 515. The proposed in its current states is deeply traditiong. I am for redesigning 556 as a burdeaund drough downtown for it will state state the states reduced and states only. The distinct of the states and formation. The distinct is been stated for dependent to the proposition. Regiminary services and formation to the states and formation. The distinct is to trave a formation for dependent to the proposition. Regiminary services and formation of the states and the states of the states and the states of the states and the	See Comment #3 See Comment #32 See Comment #33 See Comment #38
2655	Nina Coflard	3/4/2023 d	Email	Business/residential displacement Public Transportation Transportation Lahers/Induced Demand Air Quelity/Yosse	Assisting 5 Program Manager Transp. Accept. The program of the pr	See Conserved 42.1. See Conserved 42.3. See Conserved 42.3. See Conserved 42.3. See Conserved 42.3. See Conserved 42.3. See Conserved 42.3. See Conserved 42.3. See Conserved 42.3.
2555	Nina Colard	3/1/2023 d	Ernal	Business/residential displacement Public Transportation Transportation Lahers/Induced Demand Air Quelity/Yosse	Analysis Propose Manager Training Storage. Hall, Analysis Propose Manager Training Storage for proposed to separat 515. The proposed in its current states is deeply traditiong. I am for redesigning 556 as a burdeaund drough downtown for it will states reduced beautiful to expend 515. The proposed in its current states is deeply traditiong. I am for redesigning 556 as a burdeaund drough downtown for it will state state the states reduced and states only. The distinct of the states and formation. The distinct is been stated for dependent to the proposition. Regiminary services and formation to the states and formation. The distinct is to trave a formation for dependent to the proposition. Regiminary services and formation of the states and the states of the states and the states of the states and the	See Conserved 42.1. See Conserved 42.3. See Conserved 42.3. See Conserved 42.3. See Conserved 42.3. See Conserved 42.3. See Conserved 42.3. See Conserved 42.3. See Conserved 42.3.
2555				Business/residential displacement Public Transportation Transportation Lahers/Induced Demand Air Quelity/Yosse	Analysis Propose Manager Training Storage. Hall, Analysis Propose Manager Training Storage for proposed to separat 515. The proposed in its current states is deeply traditiong. I am for redesigning 556 as a burdeaund drough downtown for it will states reduced beautiful to expend 515. The proposed in its current states is deeply traditiong. I am for redesigning 556 as a burdeaund drough downtown for it will state state the states reduced and states only. The distinct of the states and formation. The distinct is been stated for dependent to the proposition. Regiminary services and formation to the states and formation. The distinct is to trave a formation for dependent to the proposition. Regiminary services and formation of the states and the states of the states and the states of the states and the	See Conserved 42.1. See Conserved 42.3. See Conserved 42.3. See Conserved 42.3. See Conserved 42.3. See Conserved 42.3. See Conserved 42.3. See Conserved 42.3. See Conserved 42.3.
	Nina Collard Nina Elabetti Martine:		Ernal MCopE: Webste- Comment Form	Business/vestional displacement Palitic Favory / Matrimosals Palitic Favory / Matrimosals Listers/velocad Demand Art Quality/Velocad Demand Demand Demand Demand Demand Demand	MaintigS Program Manager Transp Aprogram Halls. These resolved Audits and I strongly oppose the proposal to expend 15%. The project in its convert state is deeply troubling. I are for neteringing 55% as a businesed through deemtown for it will nuture valuable real eatlas back to the obj. Tasked person. Tasked deemtod businesses and homes. Tasked deemtod homes. Tasked deemtod businesses and homes. Tasked deemtod	See Connect 62.1 See Connect 62.3 See Connect 62.3 See Connect 62.3 See Connect 62.3 See Connect 62.3 See Connect 62.3 See Connect 62.3 See Connect 62.3 See Connect 62.3 See Connect 62.3 See Connect 62.3
2558	Nina Elizabeth Martinez	h 1/30/2023	MyCapEx Website - Comment Form	Business/residential displacement Pales Tream / Internetial Treamy provinces Latent/Induced Demand An Questy/Tream Do not redain/tream Do not redain/treamy Treamy	Maintigst Region Manager Transp. Arrange. Maintigst Region Manager Transp. Arrange. Maintigst Region Manager Transp. Arrange. Maintigst Region Manager Transp. Arrange. The project in its current state is deeply traditing. I am for noteinging 355 as a buleward brough develope the state nevalable real estate back to the city. The distriction for the state of the state of the state of the state of the city of the city of the state of the city	So. Comment #3 So. Comment #33 So. Comment #34 So. Comment #35 So. Comment #35
	Nina Elizabeth Martinez	h 1/30/2023		Business/residential displacement Pales Tream / Internetial Treamy provinces Latent/Induced Demand An Questy/Tream Do not redain/tream Do not redain/treamy Treamy	Maintigst Region Manager Transp. Arrange. Maintigst Region Manager Transp. Arrange. Maintigst Region Manager Transp. Arrange. Maintigst Region Manager Transp. Arrange. The project in its current state is deeply traditing. I am for noteinging 355 as a buleward brough develope the state nevalable real estate back to the city. The distriction for the state of the state of the state of the state of the city of the city of the state of the city	See Connect 62.1. See Connect 62.3. See Connect 62.3. See Connect 62.3. See Connect 62.3. See Connect 62.3. See Connect 62.3. See Connect 62.3. See Connect 62.3. See Connect 62.3. See Connect 62.3. See Connect 62.3.
2558		h 1/30/2023	MyCapEx Website - Comment Form	Business/residential displacement Pales Tream / Internetial Treamy provinces Latent/Induced Demand An Questy/Tream Do not redain/tream Do not redain/treamy Treamy	Maintigst Region Manager Transp. Arrange. Maintigst Region Manager Transp. Arrange. Maintigst Region Manager Transp. Arrange. Maintigst Region Manager Transp. Arrange. The project in its current state is deeply traditing. I am for noteinging 355 as a buleward brough develope for all intern valuable real estate back to the city. The distriction for some that the project of the project of the project of the common state is deeply traditing. The distriction for some and force against the transportation. Regiones only seem on a efficient all transporting people as mass transport. The distriction for and force against the transportation. Regiones deeply seem on a efficient all transporting people as mass transport. The force and force and force again that Regions proposed and make latering changes to congestion. The force and force and force again that Regions proposed and make latering changes to congestion. The force and force and force again that Regions proposed and the state of introduction and environmental health and well-being! These rections the force that the proposal.	So. Comment #3 So. Comment #33 So. Comment #35 So. Comment #35
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2558	Nina Elizabeth Martinez	h 1/30/2023	MyCapEx Website - Comment Form	Business/residential displacement Pales Tream / Internetial Treamy provinces Latent/Induced Demand An Questy/Tream Do not redain/tream Do not redain/treamy Treamy	MaintigS Program Manager Transp Aprogram Halls. These resolved Audits and I strongly oppose the proposal to expend 15%. The project in its convert state is deeply troubling. I are for neteringing 55% as a businesed through deemtown for it will nuture valuable real eatlas back to the obj. Tasked person. Tasked deemtod businesses and homes. Tasked deemtod homes. Tasked deemtod businesses and homes. Tasked deemtod	So. Comment #3 So. Comment #33 So. Comment #34 So. Comment #35 So. Comment #35
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2556 2557	Nina Elizabeth Martinez Nina Lemieu X	h 1/30/2023	MyCapEx Website - Comment Form Ernall	Business/residential displacement Pales Treamy Internocess Treamy Conference Laters/Induced Comment Air Quality/Telesia Do not widen/tre-build Treamy-Induced Comment Do not widen/tre-build Do not widen/tre-build Do not widen/tre-build	Maintifest Program Manager Transp Agreem. The second of Audion and I strongly oppose the program to separal 155. The project in its current state is deeply troubling. I am for neteringing \$55 as a businesed through development for it will nuture valuable real eachs both to dry. Taked person. Taked pers	See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3
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2556 2557	Nina Elizabeth Martinez Nina Lemieu X	h 1/30/2023	MyCapEx Website - Comment Form Ernall	Business/residential displacement Pales Treamy Internocess Treamy Conference Laters/Induced Comment Air Quality/Telesia Do not widen/tre-build Treamy-Induced Comment Do not widen/tre-build Do not widen/tre-build Do not widen/tre-build	Administration from the control of t	See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3
2556 2557 2558	Nina Elizabeth Martinez Nina Lemieu X	h 1/30/2023 3/7/2023	MyCapEx Website Committee Form Email MyCapEx Website Comment Form	Business/residential displacement Pales Tream / Mathematics Tream	Control Stronger Name, Annual Control Stronger Indians, Annual Con	Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5
2556 2557 2558	Nina Elizabeth Martinez Nina Lemieu X	h 1/30/2023 3/7/2023	MyCapEx Website Committee Form Email MyCapEx Website Comment Form	Business/residential displacement Pales Tream / Mathematics Tream	Administration from the control of t	Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5
2556 2557 2558	Nina Elizabeth Martinez Nina Lemieu X	3/7/2023	MyCapEs Website-Commer Form Ernal MyCapEs Website-Commer Form Ernal	Exercise, Inside that disciplinates of the process	Analogo Region Manager Training Storage. Analogo Region Manager Training Storage to the program to expend 15%. The proposal into current states is deeply transformed. I are for redesigning 15% as a bioleaned through downtown for a self statum valuable read extent to the copy of th	Sea Comment #21 Sea Comment #23 Sea Comment #24 Sea Comment #24 Sea Comment #24 Sea Comment #24 Sea Comment #25 Sea Comment #25 Sea Comment #25 Sea Comment #25 Sea Comment #25 Sea Comment #25 Sea Comment #25 Sea Comment #25 Sea Comment #25 Sea Comment #25 Sea Comment #25 Sea Comment #25 Sea Comment #25
2596 2597 2598 2599	Nina Elizabeth Martinez Nina Lemieu X	h 1/30/2023 3/7/2023	MyCapEx Website Committee Form Email MyCapEx Website Comment Form	Business/residential displacement Pales Tream / Mathematics Tream	Administration from the control of t	Sea Comment #53 Sea Comment #53 Sea Comment #53 Sea Comment #53 Sea Comment #53 Sea Comment #53 Sea Comment #53 Sea Comment #53 Sea Comment #53 Sea Comment #53 Sea Comment #53 Sea Comment #53 Sea Comment #53 Sea Comment #53 Sea Comment #53 Sea Comment #53 Sea Comment #53 Sea Comment #53 Sea Comment #53 Sea Comment #53

2561	No Thanks	3/7/2023	MyCapEx Website - Comment Form	Do not widen/no build	Do not Cooling opposed SS, YL a valled of recursors, time, and further wide to the haired people already from for CS. Not I saw the thick and bile that is going to get facked in the process. Cancel this ness. YL which co	See Comment 45
2562	Nosh Bierwirth			Do not widen/no build	MobilitySS Program Manager Tommy Aznego. Expansion does not work and will provide yairs of inconvenience for a brief respite from traffic while running the fabric of our capital city, treated, invest in high speed sail and efficient, frequent bus transit between our crises.	See Comment #5
					Equation does not work and sell provide years of inconvenience for a brief register from briefs; while running the Safrice of our capital city, howard, invest in high speed real and efficient, frequent tous brainst between our crisis. Thinks you	
				Community Alternatives	I aupport the rethink 135 plan	See Comment #4
				Regional connectivity	Lam a resident of San Antonso with family in Waco/Tempte who I visit regularly. Despite the inconveniences of ISS through Austin, expansion is the wrong answer!	See connected #1
2563	Noah Bierwirth	1/20/2023	MyCapEx Website - Comment Form	Regional connectivity	As Tous continues to grow, the last thing we need is biggire adjure by that allow cars to nain our community fabric and pollute our air. Instead, review the lone star rail proposal that would link San Antonio to North Audit in year. This would do volumes to reduce starffic on SS without expending lises	See Connect #1
2584	Noah Cooley			Do not widen/no build	ModingS (regions Makager Tomay Kings). 201 bill office to the properties of the second secon	Sec Connect 45
				Community Alternatives	I am in favor for the Rethrin35 proposal, ise well as an expended public transportation system.	See Comment 44
2565				Do not widen/no build		
2565	Noah Devereaux				Modify(35 Region Manager Tommy Azago), As a resident of East Austin, I strongly oppose the expansion of 1-35 Brough the heart of my cltp.	Sax Comment #5
				Latent/Induced Demand	fewery expectation has now worked to reduce that file and only serves to further enterect the mostless of the past. Contribution is going to take flower and when it's done, buffic will be worse than ever unless see give people in Audin ways to get amond without hising to drive everywhere.	Sea Comment #15
2588	Noah escamilla	1/20/2023	MyCapEx Website - Comment Form	Do not wider/no build	100 to CIS expension. We need rail systems, we need public transit.	Sac Comment #5
2567	Nosh Gomez	1/8/2023	MyCapEx Website - Comment Form	Do not widers/no build	Making hyphops do so of to tribit. Of this was indeed the case, i.e. largers and frozons must be some of the most of the billion of distant that will used on the apparent of 55 through distantion Austral and a billion of the distance of the billion of the distance of the billion of distant that will used on the apparent of 55 through distantion Austral and billion of the distance	See Connect 8'S
2568	Noah Gomez	3/6/2023	Email	Do not widen/no build	MolityS Program Marager Tomey Airego. Why are well wishering Replayers 2017/2017-2016 by there also, project after project has project but shown as that wishing reads only encourages more shring. Shus increase buffer in the process, this is a new ending loop, it's a paradox. "On more work was the training for a shown and market the sense to send the marager of the process, this is a new ending loop, it's a paradox. "On more work was the training and the process of the process, this is a new ending loop, it's a paradox. "On more work was the first and the process of the process, this is a new ending loop, it's a paradox. "On more work was the first and the process of the process, this is a new ending loop, it's a paradox. "On more work was the first and the process of the process, this is a new ending loop, it's a paradox. "On more work was the first and the process of the process, this is a new ending loop, it's a paradox. "On more work was the process of the process, this is a new ending loop, it's a paradox. "On more work was the process of the process, this is a new ending loop, it's a paradox. "On more work was the process of the process." The process of the process	Sea Connect #5
2569	Noah Grey		MyCapEx Website -	Latent/Induced Demand	Widering IDS will only contribute to the long term congestion problem in and through Austin – whether above ground or below. While I understand that current funding does not provide for rerouting truck	See Comment #18
			Comment Form		Inside country the dry just the self-conty requires a profon hald two dry inguiness and to dry income any orient hald two dry inguiness which throughout on 35 all "Indus" contact by continuing to all makes our content growth outside of the urban cons. Audit's road network was inadequate from early in the city's growth. More personal vehicle miles will perpetuate past mistakes.	
				Public Transit / Multimodal Transportation	Public transit and accommodations for pudestrians of all abilities must be the focus of this transformation.	See Comment #13
2570	NoshNosh Gomez	\$34,044	VOH		35 into a boulevard, lined with trees, protected bite laines, and wide sidewalds. A boulevard that encourages walking and cycling. Not only will this increase the efficiency of the street, it will help nearby businesses with the increased foot traffic. Transformations like these have already happened, and the result is astoroidingly positive.	Sea Connect #20
				Business/residential displacement	TTDOT twip used about the environment and potentian safety, they would not be considering volening 135, which would denote 200 homes and businesses in the process, further diving and further enablingming our communities by entouruping driving instead of laster and dealer mode all transportation.	See Comment #11
				Latent/Induced Demand	Expanding highways is never the solution. This is made clear by the countriess studies on Induced Demand, that show expanding highways always lead to more traffic.	See Comment #18
				Reroute to 130	Non-local traffic should be diverted around the city and not through It. Let's reconnect Austin and let's Rethink 135.	See comment #3
2571	noi	1/31/2023	MyCapEx Website -	Regional connectivity	We need light rail between San Antonio and Austin, as well as between all the major cities in Texas	See comment #1
2572	mahon ey Nora	3/7/2023	Comment Form MyCapEx Website -	Do not widen/no build	Please do not expand 155 through Austin. This will lead to more air pollution and traffic for Austin's residents. It COT needs to explore alternative inscising routes so that cross-state and cross-state and cross-state and cross-state and cross-state.	Sai Connect 45
2573	Deveny - Varieta Nora Levesque	3/7/2023	Comment Form	Do not widen/no build	Frame of the control	So Connect #5
		3/1/2023	Email		I oppose TX dot's 1-35 expansion and terribly planned expansion. Causing the path around Lady Bird Lake is a terrible idea. Please don't move forward with this plan.	
2574	Nona Redfern			Do not widen/no build	Modeling Shir Manager Terminy Manage, Terminy Manager Terminy Manage, Terminy Manager Manager Terminy Manager, Termina Manager	Soc Contract #5
				Reroute to 130	Through traffic should be moved out of the middle of Austin, using 130 instead.	Seconner(5)
					THE MARKET WHITE, MINISTRA WAS A CHARLES, WHITE & AMERICA, WHITE & AND HIMMEND.	JAN (1871) 1874
ID	Commenter Name	Date Received	Source	Topic	Comment	Responses
2575	Nyssa Sherazee	3/7/2023	VÓH	Do not widen/no build	Example (a) below that can be through the sense of a reason only as not only relationable, but investments and the sense is done in compressly successful to below that all of female and selection of the sense is the selection of the sense of the selection of th	See Contenent #5
2576	Oliva Quintana	3/7/2023	VOH	racial Justice		See Comment # 3
25/6	Cina Quinana	3/1/2023	von	FROM ANADOR	The greater active attentions deriginates incorp process that have beginning for desirable and for any of appropriate active and displacing processing from the contract of th	and Continue S
2577	Olive Fortaine	3/7/2023	Ernail	Do not widen/no build	Mobility55 Program Manager Tommy streets, 16/OTI sproase in this project in Sewed. It glornes inclosed Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway separations, the success of freeway removals, and its traffic modeling is finance.	Sea Comment #5
2578	Olivia Cooper			Public Transit /	Mobility35 Program Manager Tommy Abrego,	See Comment #33
				Multimodal Transportation	I OPPOSE TXDOT's plans for I-35 and I OPPOSE expansion.	
				Transportation	I am for a healthy public transit system, and I utilize the current one already, it could be better, my bike ride could be much safer. Highesy expansions DONT work. They worken congestion (as we saw with the Katy Freeway), air roise and water pollution, safery, and transportation options beyond driving, 10 years of construction for just a few years of congestion relief is NOT	
					worth it. I don't want to use an intensiate highway for my local trips. I want to be able to bike, bus, walk, metro, or take short drives and be able to avoid the intensiate instead of being faced with it daily. I live close to the intensiate already and I want to see	
					mg resignation continues to thrive as a specific residential have need destroom but alway from the busiling city, the best of both worlds. I expect TxDDT, Austin City Councit, and other representatives to stand up for me. Thank you.	
					I sepect TxCOT, Austra City Counct, and other representatives to stand up for me. Therk jou.	
				Tire Wear	TADOT's process in this project is flawed: It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway	See Conversal #18
					nemosis, and its traffic modeling is flawed. It's choice this is not the solution to Austin expanding as a city.	

2579	Olivia IX Primantia			Do not widen/no build	Date will be completed above the ten following facility of the	Sea Convent #5
				Public Transit / Multimodal	The project theil would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect.	San Comment #13
				Public Transit / Multimodal Transportation	 The project thatfl would worsen frailfic and congestion for many years, espacially at a time when Auditi will be building Project Connect. 	Sau Comment #35
2580	Olivia Prior	3/1/2023	Email	Do not widen/no build	Admitisty Region Missinger Homes (specify Homes (should be provided to the provided Homes (should be provided Homes)). The provided Homes (should be provided Homes) and the provided Homes (should be provided Homes) and the provided Homes (should be provided Homes). The provided Homes (should be provided Homes) and the provided Homes (should be provided Homes) and the provided Homes (should be provided Homes). The provided Homes (should be provided Homes) and the provided Homes (should be provided Homes) and the provided Homes (should be provided Homes). The provided Homes (should be provided Homes) and the provided Homes (should hom	So Contracted #5
2581	Olivia Smith			Do not widen/no build	Mobility35 Program Manager Tommy Abrago, 14 Mr. Abrago	See Comment #5
					My name in Child and Elin a resident of High Pink is Austin. Lear entology to built belig on cut rows favored with ECOT yat in a special SS. Audio is of course a repolity growing object it is critical to adapt to the increasing population with recognition and the register administrate favored. The ender administration that from the ender administration of the ender administration and the public traveral is a much more effective and administration of the ender administration of the ender administration and ender admi	
				Community Alternatives	Included, I seculd like to support the Retrins it 25 project, which focuses on long-term solutions which maintain accessibility through dense and human-centric urban development. I believe that this solution is better and still practical, expected given that the inflyinesy equismost proposed is practicated to require 20 years of contraction. Please support or registroom and the faces of finalist by instance implementally a solution scale in Selection 3.55	See Correnant #4
					Phase support our neighbors and the future of Austin by instead implementing a solution such as Rethrink 1-351	
2582	Omar Aranda	3/7/2023	Email	General Support	her Channe Beg en Commonne. The Park por for regular 10.2 Smody, Austral 10.2 Smody Aust	See Commond 48
2583	Omer Barnhart	3/7/2023	Email	Do not widert/no build	In host of color. With the definition shall not not start and it is ordical Trains make the right more towership a more blassified and subsidies and subsidies and of life. Expending 1.55 is not a move in that direction. We must do all that we can be decrease the use of feast faul based vehicles in a common of the property of the common	So Consent #5
2584	Omar Garcia	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Adding rail trainst will not only sase traffic congression but would add economic benefit for both crites. We actively avoid traveling to Audin because of how but traffic is to and from San Antonio.	See connect #1
2585	Omar Wright	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	Naving a naivey would allow repetif and others a mode of transportation to visit Audio. Right new I'm stuck in San Antonio and would love some public transportation infrastructure!!	Sea connect #1
2586	ONM	3/7/2023	Email	Regional connectivity	Circ we prises have a two instead. Cars are only furting our coolsy and making life to much worse for all if us. Please jud pile is then where the highway is and we can all five as much sessor. Think you, Oser Moragia.	Seconnet 41
2587	Ortion Berke KIDAK			Do not wider/no build	About 55 in Populars Minoring to Thomas to Septiment 1, as a place of high potential into 1, it is always aurum, the as long as the ape can see. Blad with a post and so long post to the contract of the cont	So Contract #5
				Multimodal Transportation	The economical upsides are a big political taiking point but many other countries around the world are trying and succeeding with alternatives to car dependent triansportation.	See Comment #20
2588	Oriana Lopez	3/6/2023	Email	Multimodal transportation	In hotOT LotOC. If our raige we shirt he expension of 1.55, As a student of Urban planning, I have larened that adding laren in highways down not dorsease traffic. It leads to health problems associated with our dependency, and I do not expend this for Audion. I do not west to break the introduction in a stream dependency, and of not not appoint this for Audion. I do not west to break the introduction in a poly community, and model late in a lot boars or any poly community, and model late in the Date by having easily a scenable result for a limit to the read of a straight of the second or any poly community, and model late in 10 to 10	Sea Contravest 9/20
2589	Orion Reynolds			Do not widen/no build	MARKING Plaques Makings Floring shapes. And Plaques Makings Floring shapes and properties of the prop	See Comment #5:
				PHETOLISE TO 2.20	Needles, legated the infinition Spin and which would review for all SS as a closed beforeign righty and the common committee, who greet the passing of the passing the state of the state o	
				Air Quality/Climate Change	thus leading to eventually even worse traffic, the need to expaind yet again numerous times in the future, feeding the addiction of urban sprawl and unscatalinable & unaffordable car dependent living, adding millions of tons of CO2 and OHG emissions each year, and jeopandzing the health of communities who live near the highesty as well as students at the University of Texas.	Swe Comment #18
2590	Oscar Garcia	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	En Artorio is or of the larged critics in the United States wit it has no rail system and hardy any public transportation. I support building a rail nation's believes Sain Artorio and Audits to allow for regional seconds. I imaging come under relief or the relief come or reads, searching the visits frees jumps and audits to allow for regional seconds. It imaging come is a result.	Seconded 4
				Do not widen/no build	MY TADOT TADOT,	See Comment #5;
					Dual 1600: The state of the state of Teas, he shows advised the innerse and community-minded sport of T-007. I before that the proposed highway designs do not ment the general quality of excellence of your approp, and must reason.	
. ID	Commenter Name	Date Bareixes	Source	Tonic	Comment	Procones
						- Hayarita

2591	Oslo Brewster	3/7/2023	Email		The City of Audit, one of the crown jowed of the great state of Teas, has instancially suffered from a read and economic divide that is demancated by the 135 contact. This devide is exacutated by the proposed internation regimes (and in the crown jowed or proposed internation and in the crown of the great state of the crown of the great state of the crown of the great state of the crown of the great state of the crown of the great state of the crown of the great state of the great st	See Comment #1
					The removal of highway crossingsi also increases the negliptive environmental impact of the proposed alternatives. By reducing the ability to cross the city through alternative transportation options like walking or cycling, the design increases reliance on collisions and immificient forms of transportation like cars. It shall be has nearlisive social and excorning in immach to making this to cross the Chick to cross the Chick variety.	
					Packestrians, cyclists, and other sees should not be forced to climb long ramps or stains for elevanted crossings or be forced to climb long ramps or stains for elevanted crossings or be forced to favor of the resp. Making these crossings so unappealing and difficult to use will result in them not being used.	
					sometimes supporting significantly higher ratios of traffic is implicable. Furthermore, this makes the comparisons between the ro-build and proposed alternatives meaningless if the carried configuration cent support of traffic they	
					are projecting for the future. I hope that TaxODV will continue to improve the design by improving the usability of the mixed use path. This can be done by keeping the paths above ground, at grade, and direct.	
				Regional connectivity	The part will Tool of continues to improve the design by improving the usability of the mixed use part. This can be done by keeping the paths above ground, at grade, and direct. Author improvement would be increasing the number of connections across the highways, in line with the proposals from the City of Austin and VICKO (Point Curva's 35 Simpliformout Cultiform). Fairly, is foundational appeared of connectioning the energies would be to engine would be not explained another promised are used point interespectations and the interestics. This would discreasing the mental for highway expansion while meeting the	
					needs of Texans in Austin. Thank you for your time and atterrion, and best of buck with your ongoing work on this project.	
					This you set your error and alloeraters, and older or such with your originity work on this project.	
2592	Oute	1/31/2023	Machine Witholes	Regional connectivity	Support the rail.	See conversal #1
2302	Owen Ahmed	2/32/2023	MyCapEx Website - Comment Form	regular databasesy	Supplies Vite Vite.	Jan (J. 1972)
2593	Owen McNally			Do not widen/no build	MobilityS Program Manager Tommy Atrego, Mello, I'm a professor and look at alot of news and research about expanding highways.	See Comment #5
			-	Latent/Induced Demand	My prediction is that TxDDT's expansion plans for 135 will induce demand and we'll soon have more slow traffic etc. Let's find another weyl	See Comment #18
						See Correct #5
					Date 155 januars. The intersection of being the proposed changes to 155 would deviated hyrapes. Please see our neighborhood concerns below. The intersection at Apport and 155 weeks further review pertaining to our neighborhood (Division) (I). We must be able to turn left our of Division 2 to access our neight traffic arteries and schools.	
				Do not widen/no build	The intersection air export and 1-35 reads further nevew persanting to our neighborhood (Lenecool a). We make the above to turn left out or Lenecool 2 to access our major trainst arreines and scrooos.	
				Do not wideryno ouro		
			L	Reroute to 130		See Comment #3
				Mercute to 130	I don't understand why the 183 toll road remains empty or disolically understilland while trucks and other cars passing through still use I-35. This is not oil. I propose we change I 35 to a toll road where residents do not have to pay juimilar to a library card), and it is cost prohibitive for those passing through. We need to divert this traffic AROUND the city.	DAN LOTTERATE # 3
					Commant has Delevad 2 heighborshan Securities in 15/07 Cent Noticemental impact Soliciones on the 15 Ceptified Express proper. He proposed Removales on the residuating 3.55 thought for review or received and proper of the residuation of the	See Comment #184
					The proposed alternatives for returning 1-35 through the central segment do not meet Delevood 2 neighborhood needs and activative uses mobility issues. The proposed lightway designs do not meet Delevood 2 metal phorhood needs and activative to the proposed lightway designs on the neighborhood. The segment of the neighborhood, and increase the official collection of the metal phorhood, and increase the official count through the proposed when the right thand lane.	
					travering north on Airport backs up, which it does regularly at all times of day. Neither of the proposed alternatives address this issue, and instead focus on the left turn to go south on 135, a section of traffic that only backs up briefly during rush hour.	
					Name. The property of productive contract and property in the proof. Self-Street contract without a sear ements and property without a sear interest and of district or district or district and provided and the self-street and property without a self-street and enginess of district and provided and self-street and provided and self-street and provided and self-street and provided and self-street and provided and self-street and provided and self-street and provided and self-street and provided and self-street and provided and self-street and provided and provided and self-street and provided and provided and provided and self-street and provided and self-street and provided and self-street and provided and self-street and provided and self-street and provided and self-street and self-str	
2594	Owen Young				concerns, makes use pern users are contract. This results in proposed most use parts that nearly occube the travel ordations for which placing users and requires cyclists to distriction to mixing the halps the halps to the proper of the contract of the proper of the proper of the contract of the proper of the	
					above ground. These turneds take podestrians out of sign of anymore second, which is unconfortable and unappealing to any montained	
					everyone. As a final point, this intersection regularly sees issues with flooding during heavy rain, making pelebrian tunnels an even more unusuable proposed. Cars can easily maggine a bit of water on the road. Expectations for experience of cyclists.	
				Defwood	Aid of the colors bears agrees to the chiefe height; by the chiefe of interestinal at Airport find and 1.55 fairs (Excit) agreesing the Single-Best State Incident special processing interestinal for tway in deference that such that is a final for tway in deference that such tway in the contract that is a final for tway in the contract that is a final for tway in the contract that is a final for tway in the contract that is a final for tway in the contract that is a final fina	
					Proposed highway disigns have negative environmental impacts that outwigh the purported benefits.	
2595		3/5/2023	VOH	Latent/Induced Demand	It is unclear they the names highway dough between Dean Reston and Mainr is not continued throughout the project. It is not believed to receive and promise appointing, 60 – 25 VVV was and 20 ministrates part direction, 0, 0 = 1 VVV was and 4 ministrates part direction. Direct creates a 6-base highway part direction, 0 = 1 VVV was and 4 ministrates part of ministrates part direction. The contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of these deals distance. The contraction of the contraction of these deals distance in the contraction of the contraction of these deals distance.	See Commant #18;
					To reduce induced Demand and promote curpooling, do 2 HDV lanes and 3 maintaines per direction. Or, do 1 HDV lane and 4 maintaines per direction. Do not create a 6-tane highway per direction.	
		1			Unclear why MOV lanes have dedicated entrance/exit overpasses if the lane is intended for through traffic. These entrance/exit overpasses create clearance issues and hinder the construction of future deck plazas.	
		s s				
		1				
					Mobility35 Program Managor Tommy Atrogo,	See Comment #18
	Bairo				As a resident of Dallas, Toppose the 153 Separation and ThODT's plant for 153. I given up in Houster, where it would take my dad an hour to get to and form work every day because the Katy Freeney was so backed up. That didn't change after it. The plant of the plan	
2596	McFartain	3/7/2023	Email	Latent/Induced Demand	Association Program Association Survey from your beautiful program Association (Association Association	
					Dear Chairman Bugg and Commissioners: Take's you for recognizing that 1.55 through Austin is one of the most congected readway segments in the State of Teass. As this seriously custified readway is often called the Main Street of Teass, all Teases should call for bold and decisive	See Comment 38
					Lear Cultumina copy and commissioners. This is port for recipiting that 155 through Javairis is one of the most congested readway segments in the State of Teass. As this seriously authered marking is other called the Main Three of Teass, all Teass should call for bodd and decisive action to transform this critical state of enforcations into an anathery that all accommissions the region and minimizing prother was respectivelying to organization. Accordings, It amen's through the operation approach the specific public process. Cardinal days a propage of 1 pColif. Thesis you for your continued and the specific public process. Cardinal days a propage of 1 pColif. Thesis you for your continued for this request.	
2597	Paige Shoberg	3/7/2023	Email	General Support		
2598	Paige Simard			Do not widen/no build	Modify25 Program Manager Tommy Alango, I oppose OCOT's prime for 53 and to oppose expension. Their process for expension in flaved and will crose undow harm to residents and widdle allies. We should instead be looking towards more sustainable methods and investigating the not used of this issue which is ultimately to maniny personal, small vehicles on the model. I espect TuCOT, Audit City Council, and other representatives to Stant up for the people of Austin and everyone like may who is opposed by this construction.	See Comment #5
					cause of this issue which is ultimately too many personnal, small vehicles on the reads. Leagued TaOOT, Austin City Council, and other representatives to stand up for the people of Justin and everyone like me who is opposed to this construction.	
					Thank you,	
				latent/induced Demand	Highway expansions don't work, as research shows, as they only cause more traffic congestion.	Sas Corresent #18
				Public transit/Multimodal transportation	Ruther than this expansion project, I encourage you to instead consider other public trainsit projects and solutions that do not place anyone in harms way or worsen our environment!	See Comment #13
2599	Pam	3/1/2023	Email	Community Alternatives	Assemblish Regions Manager Emminy design. It regions the counter given because the counter of t	See Comment 44
	Bingha m				I oppose the current plan to increase the larens on 1.55 through the city. I have lived in Audin since 1074. When I arrived have I was able to drive downtown easily, to utilize Town Lake, to get to 50xin Audin easily. Audin easily, Audin was a town first and 1.55 seep to 1.00 for a lake, to get to 50xin Audin easily, Audin was a town first and 1.55 seep to 1.00 for a lake I was a large to 1.00	
	1				should be moved away from the city completing. Use one of the existing masks around the city to move the traffic. Do not expand the existing large, REASE. Retrink 15.93 is a most index but from the city completing. Use one of the existing large, REASE. Retrink 15.93 is a most index but from the present from the present movement.	
					1.35 to do a mail or a pent or something for the people who live bare and the people who care the people w	
					amount of money and ead nothing to Austin or for the people who live in Austin. PLEASE DO NOT INCREASE THE LANES ON I 35.	
2600	Parnela	1/13/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested residency segments in the State of Texas, As this seriously customer treadway is often	See Comment #8
	Parrieta Raffaele				Dear Chairman Bugg and Commissioners: Their kyo for recognizing that 135 through Audin is one of the most congested maskway segments in the State of Tasas. As this seriously outdiried maskway is dhan called the Main Street of Fasis, at Tasas should use for bed and caccine action to beauform this critical settlent of informations into include the Main Street of Fasis, at Tasas should use of Tasas, as Tasas should use for the Audin Street of Information of the Audin Street of Information of the Audin Street of Information of the Information of the Information of Information Information of Information of Information Information Information Information Information Information Information Information Inform	
					y Andre remains the second of	
					Place So now ideal with my representable for first it set a decession representation that make a decession of the master and the master and the writing the rest to make I appropriate all the office and the decision had not	See Comment #5
					Okay. So now I deal with my comments? Okay. So first of all, just a general comment about the maps and how difficult they are to read. I appreciate all the effort and the drawings, but one of the most significant things is the existing right of way, and it's barely-visible on the map. The existing right of way is what talk obtains how wide or how affected each section is going to be. So for heaven's sales, make that taig and bold so people can see it.	
					Bocase its — if dels like it's, like, deceiving, I know there's a lot of other real lines and staff but the —one of the most input in the one people want to know, is what businesses are going to be affected and it's barrly visible. It's almost insuffice, if mostry, so find that a general comment. And then my more specific comments are regarding the section from 20 to I Airpot audient. There's — there's neally nothing that this project is giving that community. There's an Internity of the comments are regarding to section from 20 to I Airpot and There's — there's neally nothing that this project is giving that community. There's an Internity of the comments are regarding to section from 20 to I Airpot and There's — there's neally nothing that the project is giving that community. There's an Internity of the comment of th	
	Parreto		Ver bal		which is almost I don't know, it's terribb, and it's expanding the freeway, a big, huge freeway. This is a once in a generation opportunity to improve all of that and I don't - and I would sak to seriously consider lowering the project, the entire arrives the property of the property of the entire arrives the property of the property of the entire arrives the property of the p	
2601	Pameta Romero	2/9/2023	Co	Do not widen/no build	would improve.	
			ent		Williamer Rappins downtrom, great. But the Isan has left the station downtrom with all the — the — the — job know, residents that are there now are — ITS — ITS — you know, they've moved north to more effortable housing. To connect the east and the west from A legarity to 2004, worth be transformated for first community of Course, I mean cap and stiffs. And it is diseased by an a to built, ultimately, the cap and stiffs, had to the next 100 years. So	
					most improve. Miscour Suppose contracts, gast. So the train hash off be assisted extension describes with all the - Se - Sh - jus brane, existed to list of the received on the contract of the seal for the seal for the seal	
2602	- Bod	2/12/2023	VOH	Do not widen/no build	I occorse the expension of dSb	See Comment 45
	Martin					
2603	Parker McCollum	2/7/2023	Email	General Support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 1.55 through Audin is one of the most congested madeway segments in the State of Texas. As this seriously outsided madeway in dham collected from the State of Texas as the S	See Connect #8
					Accordingly, I are writing today to express my complete support for the I-35 Capital Express Cantral design as proposed by TxDCT. Thank you for your consideration of this request. PM Planker McCollum Analyst	
						See Comment #25
2604	Parker Sewell	3/6/2023	Email	Bury/tunnel	MobilityS Program Manager Tommy Abrego, Hi,	DAN CONTRACT # 4/3
					To, 1990es the TOOT plan to expand 1.55 in Audin. Evidence shows it won't for traffic but it will displace Audin businesses, worsen climate change, and continue a racist division of our city. Instead, we should bury 1.55. This will unlook billions in excessors while in the form of eve businesses and homes, improved branst, and parks, connecting east and west once and for all. Please don't put us through 13 years of contribution for this colone as instantives that in our all the provider of the second in the provider of the provider of the provider of the provider and the provider of	
					construction for this. Choose an alternative that we can all be groud of.	
AGAE	Parker Show		MCarif-	Do not wisher too heids		See Domont &
2605	Parker Short		MyCapEx Website -	Do not widen/no build	I opose the 135 separates plant through Audin.	See Connect #5

1	1		Comment Form	Public transit/Multimodal transportation	We should be focused more on public transit and routing through traffic around the city.	See Comment #13
2606		2/9/2023	Phy sica	Community Engagement	This is not a proceed it is a sham to avoid true feedback and to merely falfill legal requirements. Why don't the people decide isnhaed of TxXXIII.	See comment #3200
ID	Commenter Name	Date Received	Co Source	Yopic	Connect	Responses
2607	Pat Jasper			Do not widen/no build	Mobility.55 Program Manager Tommy Abrego, The intentions through Austin was a middle of 7 wairs also when Larrived, Not solving that crobben in the intervenies waars in a manner that ENHANCES the lives of Austinities is inseconsible on the part of both federal and state agencies. This	See Comment #5
					Machinish Shoppian Masage Thoma Aroug. The internation through Javan was an instituted of year age yellow a larmout first softing that produces in the laterace in the latera	
			-	Reroute to 130	Clearly, if we rethink the design by utilizing a loop approach, as is standard in most American cities, it would free up and unlock is central area of the city. A straight away one level boulevard with timed lights would expedite there! to Austin. It would make way for more connectivity. An extension of the intensistate ending shortly before and after the south and north ends of 5%-150 would linkly be chapper and it	See Comment #3
					would attract drive-through traffic that does not need to traverse the middle of Austin.	
					Talkhou h MacAnnous	See Comment #34
					Tables in this Concern. In the control of the cont	JAN WOLLING FAT
2608	PatJasper	3/7/2023	Email	air quality/noise	WWD1 Neighborhood Association undertook a strain poll of these residence. There was substantial support for it. Of the 11 affected households on the west side of Bradwood Road, addresses 4002 through 4203 and also including 4,441 N; IH- 35 , 8 were adament; about the necessity. It was undecided and 2 were unreachable (elso to our imited turn—around since to conduct the poll). The Admission to receivable this information a was disrupated as and of the WMM1 Neighborhood Securities references are the amenion of 155. Thus, it may be haldful to make this information a road of	
					the record, though these results were tabulated after the official latter from the Neighborhood Association was approved. Hence, this separate communication.	
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-55 through Audin is one of the most congested readway segments in the State of Texas. As this seriously outdaned readway is often called the Main Street of Texas, all Texas should call for bold and decisive	See Comment #8
					action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TuCOT. Thank you for your consideration of this request.	
2609	Patrice Duff	3/6/2023	Email	General Support		
2610	Patricia Atkinson	1/30/2023	Email	General Support	Oser Chairman Bugg and Commissioners: Think you for exceptioning that 1-35 Procept. Audin is one of the most congested machiney segments in the State of Tosse. As this seriously outdated troatway is often coaled to Main Street of Tosse. As this seriously outdated troatway is often coaled to Main Street of Tosse. As this seriously outdated troatway is often coaled to Main Street of Tosse. As this seriously outdated troatway is often coaled to Main Street of Tosse. As this seriously outdated troatway is often or seriously with a seriously outdated troatway is often or seriously and in minimal seriously outdated troatway is often or seriously and in minimal seriously outdated troatway is often or seriously and in minimal seriously outdated troatway is often or seriously outdated troatway in the seriously outdated troatway is often or seriously outdated troatway in the seriously outdated troatway is often or seriously outdated troatway in the seriously outdated troatway is often or seriously outdated troatway in the seriously outdated troatway is often or seriously outdated troatway in the seriously outdated troatway is often or seriously outdated troatway in the seriously outdated troatway is often or seriously outdated troatway in the seriously outdated troatway is often or seriously outdated troatway in the seriously outdated troatway is often or seriously outdated troatway in the seriously outdated troatway is often or seriously outdated troatway in the seriously outdated troatway is often or seriously outdated troatway in the seriously outdated troatway in the seriously outdated troatway in the seriously outdated troatway is often or seriously outdated troatway in the seriously outdated troatway in the seriously outdated troatway in the seriously outdated troatway in the seriously outdated troatway in the seriously outdated troatway in the seriously outdated troatway in the seriously outdated troatway in the seriously outdated troatway in the seriously outdated troatway in the seriously outdated troatway in th	See Comment #8
					Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TuCOT. Thank you for your consideration of this sequest. Sent from Mail for Windows	
2611	Patricia Buchholtz	3/6/2023	MyCapEx Website -	General Support	Dear Chairman Bust and Commissioners:	See Comment #8
		-,	Comment Form		Such Classification Strength and Commissioners. All the Commissioners of the Commissioners o	
					I write in support of the XSD Clapital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the critisens of Texas.	
2612	Patrick Buckley		MyCapEx Website - Comment Form	Do not widen/no build	Toppose TNDOT's latest plan to expand I-35 through Assist. This would cut down on need lanes and reduce noise, pollution and accidents in the heart of the city. Therk you for your consideration.	See Comment #5
			Comment Form	Business/residential displacement	As currently drafted, the plan would needlessly uproot the lives and business of many all while likely increasing, not decreasing traffic (as we've seen with other highway expansion projects).	See Comment #21
				Reroute to 130	I strongly urge you to consider other alternatives, which include diverting truck traffic around the city	San Comman #3
2613	Patrick Carroll			Do not widen/no build	Michiga S Program Manager Tommy Adrego. The best to several mention, agreed in fact one petition, and gone to a ToO' information session—all trying to understand what the highway separation will do: 1 still don't get. 7. In 7.3 and 1 will probably not still be driving when the ribbons are con to the sew 455.50.0 but to the a disable. Howeyor's will study picked (see were tital an much at the constitution menting last exemt), but picked think outside the box you are about to create. I visit NO to the NOS expension plan	See Comment #5
					Out of the flow MIDS-220, Out It will be a clearable. I store you've arrivery outcome (we were too as much at the orientation meeting last morth), out please think outcome the lody on are about to cheate. I vote not to the Indo- expansion plan currently being finish fraceast by TsDOT. Thank you, Patr ick. Carroll Platrick Carroll Platrick Carroll	
			-	East/west connectivity	The 1962 vention of the highway gashed Austin into two sub-cities and made a traffic just the contex of the city. Now TxCOT in gaing to expend the highway into an even relate and more describing graph, accompanied by theories of how bridges with a few treas in plantes will recurite Austin.	See Comment #20
				Reroute to 130	There is still time to route north-south traffic around the city (e.g., 130) and to rothink East Avenue as a must more modest piece of the overall traffic plan.	See Comman #3
					MARKETS Region Market Terms Prince; Terms (and the second of registral) repect the day I understand the reset is improve orthworth shalf from bot of and before the plan addresses this base. I still set of an parcent laws; I bed in Such Autoin or marking who the law four off receipts more to be operating who as the stuffic is as during the law for the	See Comment #5
				Do not widen/no build	attempts to improve the design only made it worse and more dangerous. More shopping areas being added were "laddressed" by more 4-way signal intersections. The traffic badup caused by these intersections was addressed by additional tanes and narrowing the tanes. The additional vehicles causing the bite tane to be dangerous were "addressed" by narrowing the tanes further and adding a physical barrier for the bite tane that no one will use because Salagither Lane is so	
					damperous must in sea business for man damperous in real decorms. I do not see any data supporting that TACOT's plan is theroughly thought through.	
2614	Patrick DeVarney			reroute to 190		See Comment #3
				NETOLOGI ED 130	A Signer controlled pile will finar commission for distinution maps. Bitsy set quantific the SELECT ordinar on improving those operated attenues makes an extension was those modes annually filtered this pile in membration annual traffic to use attenues modes. What percentage of 55 selfs is non-local? What if we quest 5 SELECT of others international traffic to use as attenues mode like featured. Step percentage of 55 selfs is non-local? What if we quest 5 SELECT of others international this international this traffic to use as attenues mode like featured. Step percentage of 55 selfs is non-local? What if we quest 5 SELECT ordinar international this international traffic to use as attenues mode like featured. Step percentage of 55 selfs is non-local? What if we quest 5 SELECT ordinar international traffic to use as attenues mode like featured. Step percentage of 55 selfs is non-local? What if we quest 5 SELECT ordinar international traffic to use as attenues mode like featured. Step percentage of 55 selfs is non-local? What if we quest 5 SELECT ordinar international traffic to use as attenues mode like featured. Step percentage of 55 selfs is non-local? What if we quest 5 SELECT ordinar international traffic to use as attenues mode like featured. Step percentage of 55 selfs is non-local? What if we quest 5 SELECT ordinar international traffic.	Sau Commit # 3
				Community Alternatives	I am for RethinkSS's plan to incentivize non-local traffic to use a must that is outside of Austin.	See Comment #4
				latent/Induced Demand	More larned do not equate to better buffic and smarking intersections close together does not improve buffic either (the proposed changes to the already-clagged area around 5th street - 8th street). Oser TubOT staff,	See Comment #18
						June Montalinia P. J
					Dang lastins to request triangle provise warm may treas arteracy, fix no state of large 20% with the commonts maked in the latter from NOIC (bred Control 15.5 big Experience) control incident in the latter from NOIC (bred Control 15.5 big Experience) control incident in the latter from NOIC (bred Control 15.5 big Experience) control incident in the latter from NOIC (bred Control 15.5 big Experience) control incident in the latter from NOIC (bred Control 15.5 big Experience) control incident in the latter from NOIC (bred Control 15.5 big Experience) control incident in the latter from NOIC (bred Control 15.5 big Experience) control incident in the latter from NOIC (bred Control 15.5 big Experience) control incident in the latter from NOIC (bred Control 15.5 big Experience) control incident in the latter from NOIC (bred Control 15.5 big Experience) control incident in the latter from NOIC (bred Control 15.5 big Experience) control incident in the latter from NOIC (bred Control 15.5 big Experience) control incident in the latter from NOIC (bred Control 15.5 big Experience) control incident in the latter from NOIC (bred Control 15.5 big Experience) control incident in the latter from NOIC (bred Control 15.5 big Experience) control incident in the latter from NOIC (bred Control 15.5 big Experience) control incident in the latter from NOIC (bred Control 15.5 big Experience) control incident in the latter from NOIC (bred Control 15.5 big Experience) control incident in the latter from NOIC (bred Control 15.5 big Experience) control incident in the latter from NOIC (bred Control 15.5 big Experience) control incident in the latter from NOIC (bred Control 15.5 big Experience) control incident in the latter from NOIC (bred Control 15.5 big Experience) control incident in the latter from NOIC (bred Control 15.5 big Experience) control incident in the latter from NOIC (bred Control 15.5 big Experience) control incident in the latter from NOIC (bred Control 15.5 big Experience) control incident in the latter from NOIC (bred	
					demand growth. To this end, the other constant is that you always use linear growth projections, which are typically wildly unrealistic to an era of catastrophic climate instability, the world population is very lawly to decrease rather than increase, or at the very least decrease after another brief period of increase. This is already happening in central Europe,	
				Do not widen/no build	Japan, and Drins, and in lact the US population would currently be sharring if it weems for the management. Does it making make series to gain to mission increases in traitin over the next 30-00 years? So Tim strongly opposed to widering the footprint of IR-55 through Central Austric it's taid for business, bad for the local economy, and terrible for our quality of IRs. If you insist upon adding lanes, do it underground, where the highlyway's capped through downtown and the service needs back ower to this private sector for	
					commercial development would completely pay for the cost of capping the highway. Screding the learned in life if literally everyone is selling you not to do something, it's virtually always a good idea NOT TO DO IT. Have you received any letters enthusiastically appliauding the removal of businesses from the downtown IH-35	
2615	Patrick Goetz				corrector? Maybe thenk about that.	
				latent/induced Demand Community Alternatives	* Never mind that you can't build your sely out of staffic congestion, as been demonstrated, ch., 1000 times in Houston alone. The secredul in facer of religionshifted the service model describes so that this cases reserve for removability describes in their of the removal is that of the removal to the r	See Comment #1.8 See Comment #4.8
				Community Additionals	This coupy in Near of relaxability dis section count could administe to that this quote and its convention in section of the count of t	**************************************
2616	Patrick Grubel		MyCapEx Website - Comment Form	Do not wider/no build	Expose the expension project in the strongest terms. A project to divert through rainfic away from the heart of the city would remediate congestion while avoiding the costs—in both financial and personal terms—of major construction in the most densely populated pain of the city and near precious outdoor spaces.	See Comment #5
				Business/residential displacement		See Comment #21
					Not only would expansion destroy valued and valuable businesses and homes along the major arther, it would devy residents access to limited natural species in the heart of the capital city. Derepting lives, destroying forms and businesses, and forciving outdoor spaces for the benefit of non-local trailfic is unfair to the papels who call Austin and derivation the things that make Austin and of the most desirable cities in the occupit.	
					has Chemical Buggland Commissioners. As Chemil Teach Chemical Stages — I she things to be seed of our entire statistic transmissioners — and stage in the State Straigh Judici. Teach group have a contract from some pages, and staged grows and straight provided and	See Comment #8
2617	Patrick Johnson	2/7/2023	Email	General support	The control of the co	
					ton of work in that area. It will be nice to have a bother road system for all concerned. I arm in complete support of this project as proposed. I trust TDDOT and its engineers and professional staff to do what is right for Texas. I also respect all other voices. Let's get real and get it done. Thank you for your consideration and all the hard work voice are desired for fews.	
2618	Patrick Ley	2/7/2023	Email	General Support		See Comment #8
					Our Channes Reg and Commissioners. This is, no for experience (but 1.5 filtrings) in bilds in our or if no next originate deathy, respective in the 3.0 or if filtrin, it is to writing in bilds deathers in other indicates the state of the state of filtrings. It is to writing in bilds deathers in our investigation of the state of	
					WCTLCCTT WWW.ACTLCCTTy WTHEN-GROOMTHW	

					Date Chairman Bugg and Commissioners: Thank you for recognizing that 155 through Austin is one of the most congested read-way segments in the State of Texas. As this seriously outstand read-way is often called the Malin Potent of Texas. all Texass should call of the old and decisive action to transform this critical sheethed in the call and the state of the called the thanks of the called the thanks of the called the thanks of the called the thanks of the called the thanks of the called the thanks of the called the thanks of the called the thanks of the called the thanks of the called the thanks of the called the thanks of the called the thanks of the called the thanks of the called t	See Comment #8
					have Thomas Registed Commissions. These in the recognition plant of the residence of the second confidence of the second	
					This email is for the use of the intended recipiently, only. If you have recorded this email is not recipiently only if you have recorded this email is not recorded this email is not recorded this email is not recipiently only if you have recorded this email is not recorded this email is not recorded this email is not recorded this email is not recorded this email is not recorded this email is not recorded this email is not recorded this email is not recorded this email is not recorded this email is not recorded this email is not recorded this email is not recorded this email is not recorded this email is not recorded this email is not recorded this email is not recorded this email is not recorded this email is not recorded this email is not record	
2619	Patrick McCord	2/8/2023	Email	General Support	any tops or damage coassed by software viruses. The information contained in this communication may be confidential and may be confidential and may be confidential in the software that the software in the software that the software that the software that interest in the software that the software that the software that is not software to the software that the software t	
					I would love a risil connection from SA to Austin.	Secomment #1
2620	Patrick Miller	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	I would love a rail connection from SA to Austin.	See comment #1
2621	Patrick Morrissey	1/18/2023	Email	General Support	her Chairms begig est Commissions. These research the reducing presented for policity comment and signs to 4.53 though hastol despectedy requires an extract. We not seemed the second research to a contract and the second to comment and the second the second to comment and the second to comment and the second the second to comment and the second the second to comment and the second to comment and the second the second to comment and the second the second to comment and the second to comment and the second th	See Comment #8
					the city in order to accommodate our current and future growth. I hereby fully endorse and support the k-SS Capital Express Central design being proposed by TsDOT. Thank you, Patrick Morrissey, P.E. LEED AP Principal Vice President of MEP Department Function Function (Function Function Fu	
					Austin San Antonio 8500 Bluffstone Cove, Suite B-103 Austin, Tenas 78759 www.EncotechEngineering.com	
2622	Patrick R. Mallon	6-019688	MyCapEx Website -	Do not widen/no build	Please, please do not do this. Evidence has shown owe and over again that more laines do not help with congodion. Please do not deatroy Austin with this terrible project. I withermently reject this proposal for the 155 opposion.	See Commant #5
			Comment		Site Code Repairments	
				Public transit/Multimodal	Please invest in public trainst or spend these dollars elsewhere.	See Comment #13
				transportation	Please 1788. II place, units, or special collections statements.	See Contract #25
ID ID	Commenter Name	Date Received	Source	Topic	Commet	Responses
					Assor Common Bagg and Commonwers, These was for encoprising and 15 Strong, Austra in our of the root or regioned making regioned in the Bade of Reas. As to service, added in contrast, and the service of the Bade of Reas. As to service, added in contrast, and the service of the Bade of Reas. As to service, added in contrast, and the service of the Bade of Reas. As to service, added in common group of the service of the serv	See Comment #6
					called the Main Street of Texas, all Texas should call for hold and decisive action to transform this critical streets for infrastructure into a neadway that will accommodate the rapid and immense growth we are experiencing in our great State.	
					Recordingly, name in regionally observed in processing and proposed or processing of the processing of	
					WREE FRALID WARNING. Corridor Title cares deeply about the integrity of the real estate transaction, and utilizes ClosingLock to communicate Wire Instructions. Please do not trust wire transfer information from any other source. Secured by Public — Influstr's Corridor Title cares deeply about the integrity of the real estate transaction, and utilizes ClosingLock to communicate Wire Instructions. Please do not trust wire transfer information from any other source. Secured by Public — Influstr's Corridor Title cares deeply about the integrity of the real estate transaction, and utilizes ClosingLock to communicate Wire Instructions. Please do not trust wire transfer information from any other source.	
2623	Patrick Rose	2/8/2023	Email	General Support		
	1					
	1					
2624	Patrick Thomas Barry	3/7/2023	MyCapEx Website -	Do not widen/No build	As common with common for the mining the common form for with the colds. 25 years, and the cold of the	See Comment #5
	Thomas Barry		Comment Form		wmy rus pare seminor section in extension eventuals to other from risk areas. Locking any google image it poposal trainst instance you seek the image in bottler insect is where the eleviated areas. Make in happe upper decited, fairnes each way). You could do some infill covers ower existing livens around 25th and use selected areas before for personal. The summers are only gottling women have and the shadew would be index.	
					make 15th street elevated from lamar to mopac to add another east west.	
					- make correspon from 15th, Milk, Cht, to 135 new desirabilities.	
2625	Patti Ameye	3/7/2023	Email	Do not widen/no build	Lopose any pier to distaur of the Arm and Rhy Buller Hills and Bible Trail for six years. It's a push that grows daily with new and old Audithibles who now, walk or bible the area. It also gave against the original compa	Sao Corennest #5
	1				Please find another location and leave the property to the people	
						See Comment #9
					Association (Conference on the Conference on	See Comment #9
					My request to TXDDT is to honor the residential character of the Wishine and Schieffer-Willowbrook neighborhoods by working with residents to avoid an increase in traffic from the proposed 41st Street - Wishine BivdySchieffer Ave connection.	
					The correction as proposed in the IAAOT design is leavy to result in making this quar, walkade street at major co-circogn detrieval as per proposed in the IAAOT design is leavy to result in making this quar, walkade street at major co-circogn detrieval new frontage road with Author Circ. We are very concerned that this increase in trainic was de major sarrey assault, especially for children.	
					We ask that XXXXI incorporate a simple, practical solution in its plans by constructing a long/horn traffic control at the frontage road intersection to route traffic left to Airport Elvid on the frontage road, which will take drivers only seconds to	
					marge error Asport zond. If you are not familiar with our neighborhood, please recognize that it is a 100% residential area (zero commercial structures) and home to dozens of young children who access Patterson Park by wellking or riding their bikes across Wilshire and	
					Schieffer, Marry children and their parents walk to and from school at Maplewood Elementary down the same street, and many residents, including serior citizens, are daily walkers, often crossing Wilshire or Schieffer to access the trail at fluorences. But the school at the same street, and many residents, including serior citizens, are daily walkers, often crossing Wilshire or Schieffer to access the trail at fluorences. But the school at the same street, and many residents, including serior citizens, are daily walkers, often crossing Wilshire or Schieffer to access the trail at fluorences. But the school at the school at the same street, and many residents, including serior citizens, are daily walkers, often crossing Wilshire or Schieffer to access the trail at fluorences.	
					Patterson Park itself is located where Wilshire and Schieffer meet. The park is a major draw for families from all over East Austin, with events every weekend that include soccer garnes, birthday parties, community garden festivities, and general	
					and the pair. It is common years as all environment for chisten and limines whether they are at a church 550 or riding their belse on the total. Also, piese an rete that the City of Aurin has revealed heaviny in making this a eighborhood whatche and sales — and on a ferrinks have responded by actively using our pair, and summaring marines are applications where the pair of the common pairs are applications of the common pairs and the common pairs are all the common pairs and the common pairs are all the common pairs and the common pairs are all the common pairs ar	
2626	Patti Everitt	3/7/2023	Email	Do not widen/no build	lot onto believe that it is TDDT's intent to design a plan that would create a safety issue for our neighborhood. But sometimes, the smaller issues that are critically important to a neighborhood got lost in such an ambitious project. My neighbors	
					In the basics that it is 1000's street to deep a pier that exact crosses, selleng source for or registrations. But sometimes, the senter sesses that execution property to a registration of property to a registration of the section property	
					Thank you.	
					Puts Events 4007 Crescent Drive	
2627	Patton Jones	1/11/2023	Email	General Support	Dear Chairmen Buart and Commissioners: Thank you for recombining that 1-35 through Austin is one of the most competed readway segments in the State of Teass. As this seriously outdated machine is often	See Comment 46
					Date Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Audin is one of the most congested neadway segments in the State of Texas. As this seriously outsided neadway is often could be Market Street of Texas, as the same should call for both and neadway section to brancher this critical street in direct street in direct street in direct street in direct street in the mission should be a commission be an immension grow or we reperiencing in our great State. According, it is many though you begins an expension support of the street, and then Joseph State States and the street in the street in the street is the street in the street in the street is the street in the street in the street in the street in the street in the street in the street is the street in the street in the street is the street in the street is the street in the street is the street in the street is the street in the street is the street in the street is the street in the street is the street in the street is the street in the street is the street in the street is the street in the street is the street in the street is the street in the street is the street in the street is the street in the street is the street in the street in the street is the street in the street in the street is the street in the street in the street in the street is the street in the street in the street in the street in the street is the street in the street	
					Accordingly, I am wring googy to express my companie support for the E35 Capital Express Central design as proposed by TRUCH. I mank you for your consistence on this requisit. Smorrey, Petion Ashes Viol Chairman Mustinarry Capital Markets Markets	
					Dear Chairman Brate and Correspondence: Thirds you for paramiting that LISS through audits is one of the most competed markets segments in the State of Taxos. As this seriously notified markets is then	See Comment #S
					called the Mithrest of Texas, all Texas should call for bed ground and decisive action to transform this critical sheeth of indicated the Mithrest of Texas, all Texas should call for bed ground and decisive action to transform this critical sheeth of indicated the Mithrest of Texas, all Texas should call for bed ground and decisive action to transform this critical sheeth of indicated under the most of the mithrest of the most of the mithrest	Jan Contract PU
					Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TXDOT. Thank you for your consideration of this request. Sincerely, Patton Jones Visco Chairman Melificantly Capital Markinson SyMAMEN SYSTY White This Test POT Justin TY 787464.	
2628	Patton Jones	2/7/2023	Email	General Support	Now Changes Beg and Commissions. These to be required part of the control of the control operation and the second of the control operation and the second of the control operation and the second of the control operation and the second of the control operation and the second of the control operation and the second of the sec	
					applicable live. It you are not the intended respiret, you are not permitted to read, disclose, reproduce, distribute, use or take any action in relations upon this message and any attachments, and we request that you prompty notify the sender and immediately delate this message and any attachments as well as an expose thereof. Delethery of this message to an unintended repolation is not immediate to while any origine. Nevernark in entitle realizable control or establishments and the proposed thereof. Delether the realizable control or establishment of the realizable control or establishments and the realizable control or establishment or estab	
					or tax advisos, and any such advice should be obtained from an appropriate, qualified professional advisor of your own choosing.	
2629	Patton Jones	3/6/2023	Email	General Support	Date Channels Rigg and Commissioners. The label pool for required bit 15 Strongs, Audits in one of the most congested residency segments in the State of Treas, A this seriously collisioner readway is other called the Main Street of Treas, All Treass should call for bold and discover extent in hundred that in their letter of the inflations that in the seriously and the segment of the original policy and the seriously and t	See Comment #8
					Tempor to an analysis in the Carlo C	
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. There's you for your consideration of this request.	
	1					
	1					
2630	Patty Amaya	3/7/2023	Voicemail	Do not wider/no build	My name is Patry Amaya and I wanted to oppose the one thousand foot detour on the Ann and Rey Buder Isla and blike for six years to pass at his round daily with Austinites new and cirl. And is used by	See Comment #5;
					runners, boars, runners, et others. I'm sove the city care find another location for the means for that location originally, that they had intended. but 1fd greatly, greatly oppose it. And it also goes against the original founder of the hike and bles who started our office original hike and bits — Location originally, that when the himself in the control of the started in the himself in the control of the hike and bles who started in the himself in th	
					Appears in Top Consign of Howards or opposed to see the copposed to see the Consign of Howards or the Consign of Howards o	
2631	Paul	1/11/2023	MyCapEx Website -	Emergency services	Excuse this question if it's already been addressed. I have not been to any of the previous public everts and know nothing about infriedrocture as such. Could there be circumstances when an exceptionally large accident is more difficult for responders to respond to, given that the highway will be inside a tunnet? Could it be harder to get responders through a pile-up, or (heaven forbid) to a fire or hearerbos chemical spit? Thank you all.	See Comment #463
	1		Comment Form		large accident is more difficult for responders to respond to, given that the highway will be inside a tunner? Could it be harder to get responders through a pile-up, or (heaven forbid) to a five or hazardous chemical spil? There's you all.	
2632	Paul Despres			Do not widen/no build	Ann. I are lasting this opportunity to provide the representative provided in the present oppose exploringly by mades have segregated the crossess in red appeals provide short term related and realized from mades. They are a barrier to well planned alternatives. """ or made given managers in state in small the sample for "Enrich and the sample of the "College" and the same to see that for interest some the later of the same of the s	See Comment #5
					All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users. The higher road speeds do not serve the needs of all travelers.	
					 Experience new somer yearnic and meny owner processme, inflicting any, water, and noise positions: health impacts; healt states in impacts, and craimed interpretations of ment impacts, and craimed. I don't want to travel around Aution on an international inglineys, whether in a car or by welfaring or brighting!, a travel stafe, plassant, and wallabels and bleadle streets. 	
					*Thanks for your consideration.	
				Louise By 4 Links	Extract continue should be at bear one of other than the continue of the conti	See Comment #305
				Lower Speed Limits	East-west crossings should be at least every 1/4 mile. The I-35 has caused problems with splitting the city and should no longer present that with any change.	SARE CONTRACTS AND
					I want community albamatives to expansion, including Reconnect Austin and Rethink 35, to be fully studied.	See Correset #20
				East/west connectivity		
				East/west connectivity		See Commant # 4
				East/west connectivity		Sau Comment 44
				East/west connectivity	the faciot factor, Lies writing to separating strong opposition to the proposed expension of 135 in Audio, Total. I vigit you to reconsider this project and to explore alternative solutions that would benefit our community without existentiating the many problems accounted with highest	See Contract 44
				Esst/west connectivity	the faciot factor, Lies writing to separating strong opposition to the proposed expension of 135 in Audio, Total. I vigit you to reconsider this project and to explore alternative solutions that would benefit our community without existentiating the many problems accounted with highest	Sas Comment #4
2033	Paul Gettusio	2/23/2023	Email	Essil,/west connectivity Community Alaimatives	We food't food; it was not be opened on growing opposition to the proposed expension of 155 in Austin, Teach, I organ you to recornision this project and to equitor alternation activation that would benefit our community without executability the many problems as a resident of Austin, I and early processed about the protection approximate regions repeated this apparence. While the same of the project many be to suduce traffic exceptions, the validly in that expensing the highway will only arrange the problems. It will subcrease the resident of Austin, I and early processed about the protection and the protection a	See Contract 44
2633	Paul Gettuso	2/23/2023	Email	East/west connectivity Community Alternatives	We food't food; it was not be opened on growing opposition to the proposed expension of 155 in Austin, Teach, I organ you to recornision this project and to equitor alternation activation that would benefit our community without executability the many problems as a resident of Austin, I and early processed about the protection approximate regions repeated this apparence. While the same of the project many be to suduce traffic exceptions, the validly in that expensing the highway will only arrange the problems. It will subcrease the resident of Austin, I and early processed about the protection and the protection a	Sas Comment 44
2633	Paul Gettusio	2/23/2023	Email	East/west connectivity Community Alternatives	the faciot factor, Lies writing to separating strong opposition to the proposed expension of 135 in Audio, Total. I vigit you to reconsider this project and to explore alternative solutions that would benefit our community without existentiating the many problems accounted with highest	Sec Contract 44
2633	Paul Gettuso	2/23/2023	Email	East/west connectivity Community Alternatives	We food't food; it was not be opened on growing opposition to the proposed expension of 155 in Austin, Teach, I organ you to recornision this project and to equitor alternation activation that would benefit our community without executability the many problems as a resident of Austin, I and early processed about the protection approximate regions repeated this apparence. While the same of the project many be to suduce traffic exceptions, the validly in that expensing the highway will only arrange the problems. It will subcrease the resident of Austin, I and early processed about the protection and the protection a	See Contract 44

					Mobility55 Program Manager Tommy Ahrego, As someone while interruit carries on interruit carries on the air of the histhway, as it carries commerce and commeters through Austin. There have been a number of its service meetings heated by	See comment #3
					Making Shippers Manager Temps doing. Assiming the Shippers Temps doing or the second of the Shippers and bear dood of 9-35, it with daily the falses of the highway, as it carries commerce and commanders through Audin. Then have been a number of top-arcs meeting-phosed by 16-07 where the properties to likewar and value "regul from Immercement and businesses, but the using it of the pain more (found all ones different). Thosis should be required to like late and value "regul from Immercement and businesses, but the using it of the pain of the second from Immercement and Immercement and Immercement and the second from Immercement and Immercement an	
2634	Paul Groepler	3/6/2023	Email	Reroute to 130	once memorpass in the interest states, any pass cauce on the pass a partie generators, in Chick comprise 2-3-3-0-5 oy assessing in the massing or trains, in call motive teams only not occurred, a classical or commercial staffs; in children or c	
					corporate interests, rather than those of constituency is both costing money and leaving money on the table.	
2635	Paul J. Holubec	2/7/2023	Email	General Support	Dear Chairman Burat and Commissioners: Thank you for recommine that 1.55 through Austin is one of the most consisted madvery segments in the State of Texas. As this seriously outstated madvery is often	See Comment #S
					Sec Classon Bag and Consistences. This is, no for recipioning solid. Since you facility requires the solid recipion in the Sec Classon. As it is a solid recipio	
					Accordingly, left withing coarry to express my companies support for the I-SS Leipnial Express Central crisingly all Polluble. Request. Pull Hollable.	
2636	Paul Katsus	1/18/2023	Email	General Support	Date Chairman Brigg and Commissioners: Thinkin, you for recognizing that 135 through Austin is one of the most congested readway aspirents in that State of Teass. At this seriously coldstand readway is often control by the Mills Teas of Teass, as I though Austin and the Mills Teas of Teass, as I though Austin Austin Austin Teas of Teass, as I though Austin Teas of Teass, as I though Austin Teas of Teass, as I though Austin Teas of Teass, as I though Austin Teas of Teas of Teass, as I though Austin Teas of Teas of Teass, as I though Austin Teas of Teas	See Comment #8
					Collect or when Drove Ciri (each, as it issues a stock or and occurred account to transform this critical artifactor or measurement or a crisionaly than with accommodate the rapid and trimmanae grown we are experiencing in our great state. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT.Sincerely, Paul Katsus Thank you for your consideration of this request!	
					consideration of this request?	
2637	Paul Langley			Do not widen/no build	MobilitySS Program Manager Tommy Abrego, Halfa,	See Comment #5
					Nation. In the control of the contr	
					I want Audin't to grow and I want Texas to grow. A trage, expensive, taxpayer-funded highway through the downtown of Texas flations growing city is NOT the answer. Please, please, please, really listen to the voices of the people this proposal want for the proposa	
				Latent/Induced Demand	Funderstand the need to improve trailin flows across the state, but 1 do not believe expending 135 would improve traific outcomes - innumerable crises have expanded highways in an effort to reduce traific, only to find the same traific with more care, more lanes, and more bright on the city. City after city and time after time, experience has proven that highway expansions through city curters do not world.	See Comment #18
					cars, more lanes, and more blight on the city. City after city and time after time, experience has proven that highway expansions through city centers do not world	
				Community Alternatives	Improving and increasing the incentives for SH130, increasing public transportation (sineady in the works via ProjectConnect), and improving other Austin transit corridors would all improve traffic more effectively at lower cost and less discustion.	See Comment #4
					nemountery as Jorda Loin and reason stategy-con	
IĎ	Commenter Name	Date Received	Source	Topic	Commet	Responses
2638	Paul Mayo	3/7/2023	MyCapEx Website -	Community Alternatives	I am a resident in the Hole Red residitorshoot of Austin and and Anatom see I ferruscribuses 355 for part of monographic I surport advantage for interest the number of eight through the Anatoman peep in four of	See Comment #4
		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Comment Form		Leas a source or to the high this registration of Audits and each between the many times of the second of Audits and each between the many times of the many	
					ceasive max cost me city a reasserts and currentess	
					seems completely unnecessary to take waterfront public property that is used by so many people on a daily basis. I am extremely disappointed by this idea.	
2639	Paul Pearson	2/7/2023	Email	General Support	Dear Chairmain Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outstand readway is often	See Comment 48
					Dute Chairmen Begg and Commissionners: Thank you for recognizing that 1.55 through Audits is one of the most companied madesy responses in the 2xis of Texas. As this seriously actidated madesy is often as the companied of the companied of the companied text of the companied of	
					requests —	
		<u></u>				
2640	Paul Ramirez	3/7/2023	Email	Do not widen/no build	The facility Table 15 will result in more traffic. I have a health condition and more care that would mean more pollution. I land to walk or take public brank to work daily, I count on CapMetro to be on time. More ballic would not be the best solution. Please think about everyon who is concerned about the future of Austri. Keep this object.	See Comment #5
2641	Paul Rascoe			Do not widen/no build	MobilityS Program Manager (normy Alango, 18 to 1	See Comment #5
					I live in the neighborhood around 32m6 Street and id-35. If am opposed to the expansion because it would destroy my neighborhood.	
				Business/residential displacement		See Comment #21
				Business/residential displacement	The proposal would bear down the restaurants where I have eaten for decides, Hominos, Taqueria Los Altos and Stans. It is unfortunate that Taqueria Los Altos is not listed as a business that serves mainly people of color in your analysis. I request that you correct this error.	See Central #21
				East/west connectivity	The lack of caps in the plan for this area is unfortunate as the east and west side of this neighborhood would not only tear down the neighborhood but separate it further.	See Comment #20
2642	Paul Sarahan	2/6/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested madway segments in the State of Texas. I am writing today to express my complete support for the 1-35 Cupital Express Central design as proposed by ToDCT. Thank you for your consideration of this request. Best regards. Paul C. Sanhan	See Cornnint #8
					complete support for the I-35 Capital Express Central design as proposed by TxDOT. These you for your consideration of this request. Best regards - Paul C. Sarahan	
2643	Paul Solia	1/5/2023	Mv35Constructi	renoute to 130	New toll road on 35 should make an over path for them instead of taking away roads. Look at mapac ain't helping any. Over path is the greatest idea	See comment #5
	1.22	44,	on Website - Comment Form			
2644	Paul Tough		MyCapEx Website -	Caps/Deck Plazas		See Comment #42
2044	Paul lough		Comment Form	Caps/Dack Plazas	189e just a few blocks from 135, or the east side, near E. Ceaer Chavez. Our neighborhood is just a few blocks away from downtown, but we're totally out off from it because of the interstate. This chronic problem for the east side could be solved by burying the highway and expanding the cape, especially downtown. Please expand the cape. Namely out	DAN LOTTERIST, #-42
				Public transit/Multimodal transportation	Rather than occasional walkneys over the highway, we need a network of parkiand, city streets, and walk/bike trails. We could have more green space, manageable streets, functioning bike lanes, and padestrian mails crossing over 1-55, reading a whorant, family-friendly, walkable covertows.	See Comment #13
2645	Paul Van Hook	1/19/2023	MyCapEx Website -	Regional connectivity	Example of the control of the contro	See comment #1
			Comment Form		trainst is not efficient since it induces more demand resulting in the same traitic with more politicin, and worse quality of life.	
2646	Paul Van Hook	1/20/2023	Email	General Support	Dear Chairman Bustl and Commissioners: There's way for recognitions that I-SS shows have in some of the most competed readvey segments in the State of Tessa. As this seriously outsined readvey is often	See Comment #8
		4.4			Date Chairman Bugg and Commissioners: Think you for recognising that 155 through Austin is one of the most congested neadway segments in this State of Texas, As this seriously outsided neadway is often coaled by table 15mm of Feed and Control and International Control and Inter	
						See Comment 44
						See Connect 44
						See Comment #4
						See Comment 44
						San Communit 44
						See Contract 44
2647	Paula Beaird	3/7/2023	Email	Community Alternatives		See Comment 44
2647	Paula Beaird	3/7/2023	Ernal	Community Alternatives		See Comment #4
2647	Paula Besird	3/7/2023	Email	Community Alternatives		San Contract #4
2647	Paula Besird	3/7/2023	Email	Community Alternatives		San Comment #4
2647	Paula Besird	3/7/2023	Ernail	Community Alternatives		San Command 44
2647	Paula Beaird	3/7/2023	Email	Community Alternatives		See Comment #4
2647	Paula Beaird	3/7/2023	Ernail	Community Alternatives	Court 35 Cognite Express Contract. No. 15 Cognite Express Contract. Our Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Cognite Express. No. 15 Cognite Express.	See Comment 44
2647	Paula Beaind	3/7/2023	Ernal	Community Atternatives	Court 35 Cognite Express Contract. No. 15 Cognite Express Contract. Our Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Cognite Express. No. 15 Cognite Express.	
2647	Paula Beland	3/7/2023	Ernak	Community Alternatives	Court 35 Cognite Express Contract. No. 15 Cognite Express Contract. Our Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Cognite Express. No. 15 Cognite Express.	
2647	Paula Benird Paula Benird	3/7/2023		Community Alternatives General Support		
2647			Erral		Court 35 Cognite Express Contract. No. 15 Cognite Express Contract. Our Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Cognite Express. No. 15 Cognite Express.	
2647					Court 35 Cognite Express Contract. No. 15 Cognite Express Contract. Our Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Cognite Express. No. 15 Cognite Express.	
2648	Paula Duhe			General Support	Day 15 Cognite Epones Contral. No. 15 Count Service Contral. No. 15 Count Service Contral. No. 15 Count Service Contral. No. 15 Count Service Contral. No. 15 Count Service Count Service Contral	See Comment #8
2647					Court 35 Cognite Express Contract. No. 15 Cognite Express Contract. Our Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Contract. No. 15 Cognite Express Cognite Express. No. 15 Cognite Express.	
2648	Paula Duhe			General Support Con not wellen, her build	Des 15 Capital Express Contral. And Colorest Security Express Contral. And Colorest Security Express Contral. And Colorest Security Sec	See Comment 45
2648	Paula Duhe			General Support	Law 15 Capital Express Control. As 15 Capital Express Control	See Comment #3 See Comment #3 See Comment #3
2648	Paula Duhe			General Support Con not wisker, two build	Des 15 Capital Express Contral. And To Secretary Express Contral Cont	See Comment 45 See Comment 45
2648	Paula Duhe			General Support Do not widen into build Later's induced Generald	Des 15 Capital Express Contral. And To Secretary Express Contral Cont	See Comment #3 See Comment #3 See Comment #3
2648	Peula Duha Peula Smith	3;4/2023	Enail	General Support Do not violen; his build Liahre; hishood Demand Community, Marketine	Des 15 Capital Express Contral. And To Secretary Express Contral Cont	Sex Communit 48 Sex Communit 45 Sex Communit 433 Sex Communit 433
2648	Peula Duha Peula Smith	3;4/2023	Enail	General Support Do not violen; his build Liahre; hishood Demand Community, Marketine	Day 15 Captive Express Control. No. 15 Captive Express Control.	See Comment #5 See Comment #5 See Comment #3
2648 2649 2650	Peula Duha Peula Smith	3;4/2023	Ernat Ernat	General Support Do not widen, his build Liaber(hybridens) General Community Morrishos General Support	Care 15 Coupled Express Control. 16 15 Coupled Express Couple	See Comment 49 See Comment 45 See Comment 433 See Comment 443 See Comment 443 See Comment 443
2648	Peula Duha Peula Smith	3;4/2023	Enail	General Support Do not widen/nie build Later/nichoed Beneral Community Merceloes General Support Do not widen/nie build	Law 15 Capital Expension Contral. In 15	See Comment #5 See Comment #5 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3
2648 2649 2650	Peula Duha Peula Smith	3;4/2023	Ernal Ernal MyCaylic	General Support Do not water, the build Later (Industrial Exercise General Support Do not wider, the build Bury/surved Bury/surved	Law 15 Capital Expension Control. As 15 Capital Expension Control. As 15 Capital Expension Control. As 15 Capital Expension Control. As 15 Capital Expension Control. As 15 Capital Expension Control. As 15 Capital Expension. As 15 Capital Expensi	See Comment 49 See Comment 45 See Comment 45 See Comment 44 See Comment 44 See Comment 49 See Comment 49 See Comment 49 See Comment 49 See Comment 49 See Comment 49
2648 2649 2650	Peula Duha Peula Smith	3;4/2023	Ernal Ernal MyCaylic	General Support Do not widen/nie build Later/nichoed Beneral Community Merceloes General Support Do not widen/nie build	Law 1-35 Capital Express Central. **Re 1-35 Capital Express Central.** **Re 1-35 Capital Express Central.*	See Comment #5 See Comment #5 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3
2648 2649 2650	Peula Duha Peula Smith	3;4/2023	Ensat Ensat Microstic Website Commercificom	General Support Do not water, the build Later (Industrial Exercise General Support Do not wider, the build Bury/surved Bury/surved	Law 15 Capital Expension Control. As 15 Capital Expension Control. As 15 Capital Expension Control. As 15 Capital Expension Control. As 15 Capital Expension Control. As 15 Capital Expension Control. As 15 Capital Expension. As 15 Capital Expensi	See Comment 49 See Comment 45 See Comment 45 See Comment 44 See Comment 44 See Comment 49 See Comment 49 See Comment 49 See Comment 49 See Comment 49 See Comment 49
2649 2649 2650 2651	Placia Duble Placia South paren diseasts	3/6/2023	Ernal Ernal MyCaylic	General Support Do not widen, his build Laard/histoned General Community Alternatives General Support Do not widen, his build Baryhumed Early wed commontally	Law 15 Coupled Express Control. 16. 15 Coupled Express Control. 16. 15 Coupled Express Control. 16. 15 Coupled Express Control. 16. 15 Coupled Express Control. 16. 15 Coupled Express Control. 16. 15 Coupled Express Control. 16. 16 Coupled Express Co	See Comment #5 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3

2653	Pedro Webber Jr.	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	A rail would benefit both cibis economically and would alleviate traffic on I-35.	See connect #1
2654	Pegg Dudzinski	3/7/2023	Email	latent/induced Demand	Are there any plans/discussions to fix the mess of traffic north of 45 on 35? I moved out of Austin because of the traffic and since moving to Round Rock, it's getting worse every year. The horrible access to	See Connect #18
4000					As the energy project productions in the time and further start of 4.6 in 1971 Consect and Autoin because of the full for discuss energy by thousand forms, it is given an every performed as the consect of the full forms of the f	Se Commet 4 till
2000	Penetope Abung			Laterty/Houses Demand	MobilityS Program Manager Tommy Atmaps, transacting trighnessy fames dozen of decrease congrection! I	San Commun 4 To
				Business/residential displacement	This expansion will destroy small businesses and neighborhoods in Austin.	See Commant #21
				Climate Change	At this critical time, we need to develop plans that will make Austin and Teals more resilient against climate change. Finally, additional highesy lanes will increase our certon-emissions and further pollute for air.	Son Comment #51
				Public transit/Multimodal transportation	Buttler this regarding (3.5) Tesain should be given more high speed public trainst services. I support connected public trainst infrastructure. Privation Adding	See Comment #13
				transportation		
					The Charton Reg (1" in mile) is serious in young of 1- OCEVT, young of special representation 1- 1- 28 of the Charton Teach I should red by the "Polymore And I should be a serious of the Charton Teach I should red by the Charton Teach I should be a serious of the Charton Teach I should be a serious of the Charton Teach I should be a serious of the Charton I should be a serious o	See Comment #8
2656	Pete Winstead	1/18/2023	Email	General Support	Dell' Seton Medical Center at UT, the YMCA, and others. Most importantly, I chaired the Teass Tumpike Authority at its inception in 1997 through 2001, which led to 9H 130, 45, and 183. I spent considerable time watching Austin lose out on transportation funding at TxCOT, as Dallea and Houston took the bulk of that infrastructure funding. Austin's "don't build it and they won't come" attitude oxused Central Teass to fail for behind the rest of Yeass. The result has been intolerable	
					Isalfac congestion on 153 and other road ways. The Highway Commission commitment to the 153 project is a long overdus cricin up to the State's capital and frong the most congested read in Central Texas. I want to express my appreciation for your commitment and thank you for addressing this long over due project. Sincerely yours, Pute Winstead Sent from my IPad	
2657	Peter Cook	2:00,0000		Do not widen/no build	Mr ThDOT ThDOT, It am writing to share my opposition to the proposed I-35 expansion.	See Comment #5
					is marking to sharing my opposition to the proposed 155 expansion. One of the significant things about Horizonta in the 1-10 approach with its visual seast of laines and displacement of pediatrians and cyclists. [particulty believe this by proposal will sever thing for a fetaled environmental issues.	
				Bike/ped safety	Tell strongly that we, as a city, should be encouraging walking and bicycles and, as a cyclist and avid walker inpaid, the thought of a 20-lane highway dissecting Austin so close to downtown is althoriser. There has to be a better way to accommodate Austin's explanation without compromising what makes Austin's a year place to time as, sale, walkable and bleable streets into and out of controllers in all directions.	See Comment #30
2658	Peter Rock	2/23/2023	Email	Reroute to 130	In Indian Conf. 1. Make 155 for Audits a fall and with very high fees expectably for 13 wheelers and make the 45/100 ligoses free for 13 wheelers, Equind 45/100 as resolted and large Audits to do what they want with 15 without any costs money. 2. This core you do not force, comply pieces. 3. This core you do not force, comply shift his surrope and discussions.	See comment #3
					Or do what you have currently planned. What ever you do do it now, enough with the surveys and discussions.	
	Commenter Name	Date Barehed				
10	Commenter Name	Date Received	Source	Topic	Collection See a resistent of Austin signs 1970. Hone constitute must be from with LSS. Hone are mythoust to	Reponss No Domina #15.
7004	verofftbblatt			security moulded Dettering	As a reductor of Austra since 1579. I have something must be done with 155, here are my thoughts **TOO' loans are received. Thinks for failuring. There were my thoughts The	300 MINISTRAL O MA
				reroute to 130	*incent large trucks to use 130 by removing the total for them during the construction project. Ban large trucks from 1-35 during the construction period.	Sau Comment #3
				esst/west connectivity	*cover as much of the highway as possible in the downtown area to create a continuous "land bridge" between east and west Austin.	See Comment #20
				Business/residential displacement	Provide opportunity for those homes and businesses displaced by the highway widening to relocable in the new "land bridge" erea.	See Comment #21
2660	Payton McFarlain			Do not widen/no build	Mobility55 Program Marrager Tommy Abrego, 1 am a resident of Fort Worth and I believe that his expansion would harm communities.	Sau Comment #5
				latent/induced Demand	In from Housdon. The taken the Yally Preventy. I those that no matter from many laines gat added the baffic new gate better. 10 years of construction wouldn't be worth it surpass. During my at the the Conventy of from Teass in Destroit, 10ss is 1500 regularly to go from the first Worth. The continuation on 1500 has couled no fining but comparison and headched for driven who want to get to their destinations.	See Comment #18
					University of North Tenas in Denton, I took I-35W regularly to go home to Fort Worth. The construction on I-35W has caused no thing but congestion and headache for drivers who want to get to their destinations.	
				Public transit/Multimodal transportation	I am for a public transport initiative. I don't want to be forced to use an intentiate highway for my trips because there's no other option. I want to use public transportation.	See Comment #13
2661	Philip Hall	2/24/2023	Email	General Support	Make it bigger and vider than necessary today? I live near 1431/435 where a diverging Diamond was installed. It was OK for the first year, but continued growth in the area has caused significant backups	See Comment #8
					Make 15(g) and radie from increasing solitories in the 2513.55 where is designed placement on an installed. It has 05 for the first year, the continued greath in the week has counsed appellicant belongs the first has seen an installed. The second of the first has seen and the process of the second greath in the week has counsed appellicant belongs the first has seen and the process of the second greath in the week has counsed appellicant belongs the first has seen and the process of the second greath in the week has counsed appellicant belongs the first has seen and the process of the second greath in the second greath in the week has counsed appellicant belongs the first has seen and the process of the second greath in the second greath gre	
2662	PHILLIP ALLEN	2/8/2023	Email	General Support	Sec Channels Begins Commissioners. This appear to recognize glass 1,55 frough boths is not of its most organizational residence appears in the State of Fees. As this warrang solidated markets a refer and a state of the State of Fees. As the second of the second containers of the state of the second containers of the sec	Sec Comment #8
2663	Phillip Bachus	1/30/2023	Email	General Support	That Teams Bog and Commissions, this per for recipility (bit 1.55 recipil habits is our if it is not copyoint below as person in the "State I" feet. In this including builded relative grade grade and the state I feet in the state I feet in the state I feet in the state I feet in the state I feet in the state I feet in the state I feet in the state I feet in the state I feet in the state I feet in the state I feet in the state I feet in the state I feet in the state I feet in the state I feet in the state I feet in the state I feet in the state I feet in the state I feet I feet in the state I feet	Sue Commant #8
					Accordings, I aim writing loosey to express any completes support on the ASS Cupress u	
					Email Copy Helio Mr. Abesgo.	See Comment #5
					These Days No. Manage. All This is low on you common and design is aggredated as a short or passible. This document includes positives of Managed Build Managed as 2, a modified design that will satisfy most of the Assist COS Countri's requestion, researings for the medical build Assistance and the Cost Countri's requestion, researing the Total Assistance and the Assistan	
					Overside Dr. This design must depropris separate local and through traffic, similar to an HOV lane, and allows the Interstate to be as wide as 5 laines in each direction within its existing right of way limits. Very few properties would be displaced, fulfilling the City Council's request. The LSS foretage road is named. "East Ave." in all figures. To immonsur monactivists between eliminar size of the Intersection of the I	
2664	Phillip Hissam	3/5/2023	Email	Do not widen/no build	Awe, and 42st 50/Wilshire Blvd. The Waterhol Greenway Project will indevelop the existing Pairs. The cap designed adjacent to this park between 5th st and Cheair Chavez, and between Cheair Chavez and Lambie 5t. would be the largest Caps within the project limits.	
					Ass, and 42 of 20 (Wasters down project as In nedestigs the existing Point Point. This cap designed adjacent to this park between 5th st and Dease Classic and between Clease Classical Classical St. would be the largest Class within the project limits. As about well-set, it is unless why the rear wis highest yellow plotting between David Hosel and Related as in an otherwise of recognition and project. In valid confidence of project of pr	
2665	Phillip Niemeyer			Do not widen/no build	MobilityS Program Manager Tommy Abrego. In 2023 to late real exists in the context of one of the desired places to live in the country, to estange a highway is the height of felly. It's unterly feelish. This is the worst possible use for this land. The dry and state is loaining tax base properly. The whole jain to expend 35 in the model of the city feels like move of the Texas state government waiting to purely Austin, to be horsest. It is cutting off a none to spite a feet. And it will do extring to allevate traffic. We do not want to be	See Comment #5;
					The street plant is depicted at all the financial or the Grant and the Color teachers are government, waiting or point Nation, or de name, in a cooling of a ratio of a ratio of the Color of Colors. Mostlen or Collisi.	
				Business/residential risolanament	Long time residents will lose their businesses. The city as a whole will lose invahily and valuable downtown land for what? For a couple of extra laines of traffic? So more semis can speed through?	See Comment #21
				Reroute to 130	Someone suggested to me an atternative so simple. Just rename the toil read outside of Austin 95. Make it fires. Make 35 a toil read. A good majority of the 35 traffic is passing through. They can just pass	See Comment #3
					around.	
	Phongpanot Phairatwetchapha n				Table (3) Figure Manager Terror, Policy III. The parent Normal Policy Control (3) And Normal Po	See Commont #5
					sport swarp, an managem pass or years. The parents which made a mod-up valor of how Austin would look have without ISS & promoted the RuthinisS campaign, and seeing the overview of TADOT's oppose the expansion and would like alternatives to be correlated. Second, traveling between Covertions and communities to the east of ISS can currently be difficult, especially with wide node & intersections near ISS. This discourages short communes without cars, which adds up to carbon emissions, and	
				Do not widen/no build	pecketrians, bites, people with disabilities and without cars are disadvantaged. If d like the TuCOT to halt the expansion of 1.35 and reconsider this project and other possible alternatives and consequences, including those discussed above. Thank you.	
2666				Climate Change latent/Induced Demand	Find, we are moving towards reducing curbon emissions. Expanding the highway would discourage love carbon to amaport methods and physical activities. Also, seeing Nath Freeway in thouston and Induced Demand as an example, more care would eventually come to use it, causing possibly endiess congestion & expansions.	Sau Corrent #51 Sau Corrent #28
2000				Do not widen/No Build	Third, I live in a country with high amounts of road injuries and casualties, and when more cans are facilitated to drive on highways, they increase chances of road injuries and casualties, which could impact	See Comment #5
					Irrocaert lives.	
				Community Alternatives	Fourt, I support the Metrin35's proposal of changing 135 into the bookward, it would make the city more lively, walkable, and connected. A similar change was also made in Rocheber, where parts of the timer Loop was removed and replaced with the bookward and land for development, and I support changes like this.	See Comment #4

				Public transit/Multimodal transportation	And lasts; public transport and other alternatives such as pain and risk about to improved and considered, which would highly herefit people without cars, people with disabilities, and other groups of people such as limities and senior others. This would also reduce accretions:	Sax Comment #13
				reroute to 190	I also support changing other routes bypassing the city such as SR-130 into the intenstate, since this would have less impact than expanding I-35 which passes right through the city.	See Comment #3
2667	Phyllis Snodgrass	2/8/2023	Email	General Support	Such Channels Reg (and Commissioners. Printing or for inceptings (and 1.5) Strongs floating not only in one of the pasted studies proposed in the form of the size of "Files. As it is a securing studied reduction in the size of the siz	Se Comment of
2668	PJ Ravial			Caps/Deck Plazas	MobilityS Program Manager Tomory Alongs: (In the Control of Contr	See connect 42
				renoute to 130	155 reach to be transformed into a bookward and the city reach to indesignate another highway such as \$91.50 as the major highway, to other city has a freeway running down this contact of its core because third is your damper and world urban priceruing.	See Comment 43
2689	Pouya Mohammadi			Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	Six Comment #5
					No. In the property design, from the contract years and 199000 SOOTh years on 156 and 199000 equation. Inclination that it's in part due to proprieting growing, but Assists will contrave to grow and an contract was putting in deepge substants that can be allowed before properly addressing the produce.	
				Public transit/Multimodal transportation	We need better public transit in Austin, and not more highway expensions. Please invest in public transportation or anything but these Highway expensions.	See Comment #13
				latent/Induced Demand	The McPac Highway expansion was supposed to relieve congestion there and it's now worse than it ever has been.	New Comment #18
2670	Powell Thompson	2/8/2023	Ernail	General Support	The control forms are depicted on the control forms of the control forms	See Comment #B
2671	Prayeen Chandolu	1/27/2023	Email	General Support	Day Chairman Russ and Commissioners: Thank we for recombined that 15% though bodin is one of the most recognized madeus segments in the State of Tasks, by this seriously notifical madeus is often	See Comment #8
					Our Charman high and Commissioners that his year for requisiting facility 15 through Justin is one of the main composition seakey as agreement in the State of Flasse. As it is an inviscolary subsidied modestey as their contact of the state of Flasse is a flasse about our date of decident action to resident with minimization and inviscolar than the state of the state	
2672	Preston	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	These that they's building and treat between Audio and Sen Astron. and broadly this is an among date and I fully support the project. I've always wented to work in Audio to the coad of long is just and reads from youngest the project. I've always wented to work in Audio to the coad of long is just and reads from youngest they judge sent to younge and youngest they judge sent to younge and youngest to pulse youngest they judge sent to younge and youngest they would not be convert traffic shadon in the biggest called lock stopping on the value of youngest pulse and youngest puls	Dis contract 6.1
2673	Priscilla	1/20/2023	MyCapEx Website - Comment Form	Regional connectivity	Revier lone star rail if you want to nebt US	Sea comment #1
2674	Priscilla Ebersole	2/9/2023	Phy sica I	Wishire	My registors and I are opposed to the bridge (art. 3 Mod) proposed & great between 43nd St crossing over to Wilshine Blord. We would support a bridge for pediatrian or boycle access, but not for automobiles	See Commet 49
2675	Priscilla Ebersole		VOH	Wishire	Tappricise that the upon decks are proposed to be removed, and that they will be being goad. Let many concerned about the impacts to commoding (mightorhoods, Adding a road or golds from 44 all earth of this following the removed of the thin the state of the thin the state of the thin the state of the thin thin the state of the thin thin the state of the thin thin the state of the state of the thin thin thin thin the state of the s	See Comment 49
				renoute to 130	At of this disruption could be prevented by doing the common sense solution of suburb and 18 wheeler traffic to SH 130.	Su Comment #3 Sus Comment #21
2676 2677	Priscilla Flowers	3/7/2023 3/7/2023	Email	Business/residential displacement Do not widen/no build	Manifold Program Manager Tomory Strougs. 13 are leved in Tours my effect for Country Strougs. 13 are leved in Tours my effect for Country Strougs and Country Strough Stroug	See Corment #27. See Comment #5
2677	Priscilla Kenny	3/1/2023	Email	Do not wider/no build	MadelinSh Region Mauge Thoma Arage, This is not the Audion sky of or ward. Audion shouldn't become LA or NY asymbra. This is not the Audion sky of or ward. Audion shouldn't become LA or NY asymbra.	Sas Commet 45
2678	Corresister Nume Projes Patel	Date Received	Source Erroal	Trace Air Quality Chinada Changa	Control Scapilar Express Certain. An International Control Scapilar Express Certain. This is not the appointing to control and the proposed 135 Certain Express Certain Cert	Sea Comment #13 Sea Comment #13
2679				Do Not Widen/No Build	Failed Group / Control 158 Cels & Control Name / Co	
				Do Not Widen/No Build	Facility (a) (CVIT) AS Cup & Colores 1 (and a Section 1) and a section of section 2 (and a Section 2) and a	The Comment #S
2680	R. Gordon Huth	3/4/2023	Email	Do not widen/no build	Fair very much appeared in SCOT's convert given to relate 138 and would have first TSCOT tokens to the City of Audits and the neighborhood associations that would be affected by those plane and related thing give in a me	See Commerce's

2681	Rachael Sperling	3/7/2023	Email	Public transit/Multim	Mr TADOT TADOT,	See Commant #13
				dal transportation	Tractions of Audin need a bitter plan that what has been cultimed for expending ISS. I foot illusted of Audin need a bitter plan that what has been cultimed for expending ISS. I don't sent to break around Audin on an interfacta highway, whether in a cur or by waiting or bitty-ding, it went safe, pleasant, and waitable and bisables stream. Other of the main attractions for Austin bitters in our presence, our cutdoor strikes, our parks. We need to compare the images pleasant in and natural beauty in mind first.	
					tourism is our greenopaose, our outdoor activities, our paints. We need to create transportation plans with safety, environmentalism and natural beauty in mind first.	
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outsided madway is often called the Main Street of Texas, all texas should call for bodd and decaive action to transform this critical sheets of infestivuluse into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
2682	Rachel Brown	1/12/2023	Email	General Support	Accordingly, I am writing today to express my complete support for the I-35 Cepital Express Central design as proposed by TuCOT. Thank you for your consideration of this request. Thank you, Ruchel Brown (404) 771-4326	
2683	Rachel Castignoli	3/7/2023	Email	Do not widen/no build	MobilitySS Program Manager Tommy Akrego,	See Comment #5
					To, 15 We lead then a mile from 195. I leave that living near an intendance is a health hazard to myself and my child. I also brow that widering the highway will cause more traffic, more pollution, and accelerate climate change which has already hurt. Audio very badly via winter storm Uri & ice storm mans as well as frequent high heat events. I'm not really sure what the point of vidoring it is but it will be too.	
					damaging and too dangerous.	
					Dear Chairman Bugg and Commissioners: Think you for recognizing that 1-55 through Justice is one of the most congested residuely segments in the State of Texas. As this seriously outstand readway is often called the Male State of Texas, as It leaves should call for bold and decisive action to brandom this critical seriously exhibit on those area designed in the seriously outstand containing the seriously outstand containing the seriously outstand containing the seriously outstand to the seriously outstand containing the seriously outstand to the seriously outstand containing the seriously outstand containing the seriously outstand to the seriously outstand containing the seriou	See Comment #8
					Cased or when cover or lease, as a least amount on a lease and a least a least amount of the common and a least and a least a	
					2000 Desc Cross Road Dating 3, Sale 200 Autor, XXX5740 - Heritage/Intellocation.com Wile PRUID WARRINGC Des Increased rais of their by was based. Heritage Title Company must send West instructions by our control of their property of their prope	
2684	Rachel Corbett	2/7/2023	Email	General Support	have NDT been reconstant. Please DD NDT VIST CAST PRIFEST in you are feeing it or if you know you have been exposed to auryone enhalting COVID-19 symptoms. If you are unable to stated closing, please contact your accordance price and the passed through to the party requesting stame. Please know that we appreciately your business. COMPERSTANLINY NOTICE. This email and any attachments may contain proprietary, confidentials, or privileged in of remarks of information of Heritage Tife Company of Aurist, risk, and/or its details. Any confidentiality or privilege in or waived or its decisions this email has been sent to you in error. If you are not the intended	
					sole to the Motheward Flower, a Trease, a Trease sole could not for the first and discovered in the control of the first and discovered in the control of the first and discovered in the control of the first and discovered in the control of the first and first and discovered in the control of the first and	
2685	Rachel Coulter	1/23/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thinks you for recognizing that 135 through Audin is one of the most congested redewly segrents in the State of Teas. As this seriously conditional readesay is often contained that Mails Street of Teas, all Teases should still for bold and decisive action to transform this critical streets of financian reades that was an exemption that and an exemption that contained and exemption that are also street of the state of t	See Comment #8
					Note Channel Bodg and Commissioners. Note in the registrated that ISS Simply Anise is now of the reside operation studies, suggested in the Stand of Fees. As it is serviced, outside making as of the standard of the studies of the standard	
2686	Rachel Cummins			Do not widen/no build	Statistics Simples Manage Transp Statistics and from Charge-special and Statistics and from Charge-special engineers in ordinary to the Charge-special engineers in ordinary of the Charge-special engineers in ordinary to the Charge-special eng	Sau Comment #5
					now encours or war war was not not not was the problems of pollution, are quality, and notes. Investing now in a greater solution will save money in the long run saince the current plan will not solve today's problems or the problems of the future.	
				Reroute to 130	Institute of taking the easiest and chaspent way to improve traffic, TDOOT needs to consider the future needs of the city not reinforce past baid decisions. Major highways like 135 shouldn't be going through the heart of a city, endungering neighborhoods and people, but should be remarked around them for the safety of all.	San Comment #3
						Sau Comment #5
					Expose the proposed Capital Express Central project, as it adopts an exhibited approach to transportation based on excitated models and models in the financial process generation of engineers, included of processing generate velocies, calls and process generated velocies, calls and process generated velocies, calls and process generated velocies, calls and process generated velocies, calls and process generated velocies, calls and process generated velocies, calls and process generated velocies and process generated velocies generated velo	
				Do not widen/no build	enforcementally, areascandable, and scalarity specific. The corner proposal density several manufactures during the control proposal density seems to lack an understanding of how close and bown should function. Unfortunately, for many facus, to the old of revenity to their controls the manufactures without getting in several to lack an adjustment of the scalarity of the proposal density to their controls the scalarity of the proposal density to the reduction without getting in several tests in surregulated, which is a deplurational. Exposer to the TOOTh read density as the stands on the recognition of the specific of the scalarity of the scala	
2687	Rachel Forster		MyCapEx Website - Comment Form			
				Public transit/Multimodal transportation	The proposed expansion is not a forward-thinking solution to the traffic problem. As our crises grow and change, we need to think of new and innovative ways to move people and goods, instead of relying on outdated transportation inflastructure. The proposed expansion of 355 is a backward-bodistig solution that (grows terms) towards wailable, Deleade, and transfer criented development.	Sao Commant #13
2688			MyCapEx Website -	Public transit/Multimodal	Expanding 1-55 for more single person, personal-see cars is not what we want! We need better and preferential access for public transportation (incorporate plans for rail in the 1-55 plans, make box-only	Sas Comment #33
2000	racra Heagus		Comment Form	transportation	Expension of contract angle production on a size where the most received may present a product any product and on the contract of the contract	AND COLUMN TO ALL
				Bury/tunnel	We need to bury more of the highway underground so that it doesn't act as a east/west, divider of our city.	See Comment #25
2689	Rachel Kolar	3/7/2023	Email	Bury/turnel air quality/noise Do not widen/no build	this silon need greater measurements of air quality during this "invincemental" review and engineers should study ways to treat the valuer need! Into Thor	Sa Comment 25 San Comment 24 San Comment 25
2689	Rachel Kolar	3/7/2023	Email	air quality/noise	The data test greater measurements of an goals, during time frameworth measure and explanes should also, way to treat the water sound. We have The controlled the controll	Sea Comment #34
	Rachel Kolar Rachel			air quality/notiae Do not widerl/no build	The data test greater measurements of an goals, during time frameworth measure and explanes should also, way to treat the water sound. We have The controlled the controll	Sea Comment #34
2689	Rachel Kolar Rachel Maldo mado	3/7/2023	Email Email	air quality/noise	this silon need greater measurements of air quality during this "invincemental" review and engineers should study ways to treat the valuer need! Into Thor	Sea Connect #54 Sea Connect #5;
	Rachel Maldo mado	1/19/2023		air qualityrindae Do not widern/no build General Support	the date read greater measurements of air goality during this formation for move and engineers should study ways to treat the eather runtil No FOOT FOOT. Companying Show July and the south cores, but highway reads to rat go through the model of the oily asynone. There are beller clean and there, do not make brings own worse by expanding the highway. Companying Show July and the south of th	Sea Connect #54 Sea Connect #5;
2690	Rachel Kolar Rachel Maldo mado Rachel Monte mayor	1/19/2023	Email	air quality/noise Do not widen/no build Ceneral Support	The date need greater measurements of an goality during this himsensements* moves and engineers abouted dudy ways to tout the water northing and the properties of the propert	See Connect #A See Connect #A
2690	Rachel Makto mado Rachel Monte mayor	1/19/2023 3/6/2023 Date Received	Email Email Source	ar quality/notae Do not existe, no busid General Support Public terral/Sulfarin Unreportation	the date freed peaker resourcements of any quality fluring risk freedomental risks and degrees should study supply to hear the water sound? 18 NOT TOO! Companying College and water before source, the highway reach to red go though the reside of the oily anymon. These are better bias and them, do not make frings ever works by equanting the highway. Source College and the source of the sour	Sea Connect 4:14 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15
2690	Rachel Maldo mado	1/19/2023	Email	air qualityrindae Do not widern/no build General Support	the date freed peaker resourcements of any quality fluring risk freedomental risks and degrees should study supply to hear the water sound? 18 NOT TOO! Companying College and water before source, the highway reach to red go though the reside of the oily anymon. These are better bias and them, do not make frings ever works by equanting the highway. Source College and the source of the sour	See Connect #A See Connect #A
2690	Rachel Makto mado Rachel Monte mayor	1/19/2023 3/6/2023 Date Received	Email Email Source	ar quality/notae Do not existe, no busid General Support Public terral/Sulfarin Unreportation	the date freed peaker resourcements of an quality fluing risk freedomental review and engineers should slady way to treat the water confidence of the confid	Sea Connect 4:14 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15
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2690 2691 ID 2692	Rachel Malsto maido maido Rachel Mortel Machel Morte	1/19/2023 3/6/2023 Date Received 1/13/2023	Email Email Source Email	an qualifyrholiae Do not widen, no build General fragion Finish Finish Finish Finish General finish General finish General finish General finish General finish General finish General finish Finish General finish Finish General finish Finish General finish Finish General finish Finish General finish Finish General finish Finish General finish Finish General finish Fi	the date freed peaker resourcements of any quality fluring risk freedomental risks and degrees should study supply to hear the water sound? 18 NOT TOO! Companying College and water before source, the highway reach to red go though the reside of the oily anymon. These are better bias and them, do not make frings ever works by equanting the highway. Source College and the source of the sour	Sea Connect 4:14 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15 Sea Connect 4:15
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2690 2691 2692 2693 2694	Ruchel Madio Ruchel Maria Ruchel Madio Ruchel Madio Ruchel Madio Ruchel Madio Ruchel Madio Ruchel Madio Ruchel Madio	2/19/2023 3/6/2023 Outo Reserved 1/13/2023 2/6/2023	Email Email Source Email	an qualifythriana Do not widen (no build Centered Support Finance Temporal Support General Support General Support General Support General Support Language Support Language Support Language Support Language Support Centered Support Centered Support Language Support	The ADD TO CO. AND TO TO CO. AND TO TO CO. AND TO TO CO. AND TO TO CO. AND TO TO CO. AND TO TO CO. AND TO TO CO. AND TO CO. AND TO TO CO. AND TO CO. AN	Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #4 Sea Connect #4 Sea Connect #4 Sea Connect #4 Sea Connect #4 Sea Connect #4 Sea Connect #4 Sea Connect #4 Sea Connect #4
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2698	Rafael Silva	3/7/2023	Email	Community Alternatives	Net 10/001 1.0001, Expension will worsen traffic and many other problems, including air, water, and noise pollution; health impacts, heat skiend impacts; and creatives, in prefer the option described by Recorrect Audio	See Comment #4
					Expansion will worsen trailic and many other problems, including air, water, and noise pollution; health impacts; healt slaind impacts; and crasines. I prefer the option described by Perconnect Austin	
2699	Raini Gomez	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Travis country living, working and utilizing within the I 35 corridor everyday. While I know we have a homific traffic problem, TXDOTS proposal of expansion of I35 is not this answer. I oppose	See Comment #S;
					this proposal.	
2700	Ram Krishnamurthy	1/29/2023	Email	General Support	Deer Chairman Bugg and Commissioners: Thank you for recognizing that 155 through Audin is one of the most congessed meloway segments in the State of Teas, As this seriously outdained modeway is dhen called the Main Street of Teas, at It mans should call for bed and occurs action to brandom this critical seriously of interactions into a modeway that will accommodate the suppl and immense growth we are experiencing in our great State.	See Comment #8
	Krishnamurthy				called the Main Sheet of Texas, all Texases should call for bold and docisive action to transform this critical sheeth of Infinishruture into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 1-35 Capital Express Central design as proposed by TuCOT. Thank you for your consideration of this request. Sent from my Phonoe	
2701	Ramakoti Reddy Vaddula	1/27/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that ISS through Austin is one of the most congested readway segments in the State of Teass. As this seriously outduted readway is often called the Main Street of Teass, all Teasns should call for bodd and decisive action to transform this critical streets of infestivations into a readway that will accommodate the rapid and immensa growth we are experiencing in our great State.	See Comment #6
					Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TuDOT. Thank you for your consideration of this request. Chierrs, —Ramaket (Bent from my Sneptisign powered Smartphone)	
2702	Ramsey Foster	2/23/2023	Email	Do not widen/no build	Ne 1001 1:001. Don't turn Justin inte a caregoted highway do by expanding let 55. Printing audit, waitable and blassible and washed between horseward to figure; let excurt set result in more congretion and more pollution.	See Comment #5
					Don't turn Austin into a congested highway day by expanding IN-33. Prioritize safe, wallhable and bleashle streets, increasing highway lane count will result in more congestion and more pollution.	
2703	Randall Guillory			Bike/ped safety	Ne ThOOT THOOT, Wide polluting highways through town are not what I want for Audin. I want safe, pleasant, and walkable and bleable streets.	See Comment #30
				Community Alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethink 35, to be fully studied.	See Comment #4
				Air quality/noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heal island impacts; and crashes.	See Comment #34
2704	Randall Lucas	2/23/2023	Email	Latent/Induced Demand	Mr TxDDT TxDDT, I'm from West Houston and saw what the I 10 expansion did to the surrounding neighborhoods and traffic pattern.	Sea Comment #18
					We hoof ToOC! The time two that but the 12 departure did to the surrounding heighborhouds and traffic pattern. There is no word share burged and using the Compression of the time that the country of th	
2705	Randellino P	1/30/2023	Email	Emergancy services	Dear Chairman Bugg and Commissioners: Messe also consider that this (35 renovation) plan should include funds to enforce traffic on the proposed MOV lanes, as many drivers will thely feel entitled to use fixed lanes coulding the same conjugation. Traffic WILL be much worke, if there is no enforcement of MOV lanes. Thank you for your consideration of this request. RP	See Comment #463
2706	Randy	1/31/2023		Resional connectivity	We need a high speed rail ink between Austrn and San Antonic. Usually, From Austrn to Dullas and Houston as well. The forthcoming economic opportunity from this project is too much to pake up on.	Su remed #1
2706	Handy	1/31/2023	MyCapEx Website - Comment Form	Magional connectivity		Date CONTINUE # 1
2707	Randy G. Speer	2/8/2023	Email	General Support	Our Chammer heig and Germanomes. Then you for excepting (Set 135 frough Audit is an ord the road oragand raiding septems in the State of Texas. As this surrainly existed an interest or the State of Texas. As this surrainly existed in the State of Texas. As this surrainly existed in the State of Texas. As this surrainly existed in the State of Texas. As this surrainly existed in texas or the State of Texas. As this surrainly existed in terms are produced in our part State. State of Texas. As this surrainly existed in terms are produced in our part State. State of Texas. As this surrainly existed in terms are produced in our part State. State of Texas. As this surrainly existed in terms are produced in our part State. State of Texas. As this surrainly existed in terms are produced in our part State. State of Texas. As this surrainly existed in terms are produced in our part State. State of Texas. As this surrainly existed in terms are produced in our part State. State of Texas. As this surrainly existed in terms are produced in our part State. State of Texas. As this surrainly existed in terms are produced in our part State. State of Texas. As this surrainly existed in terms are produced in our part State. State of Texas. As this surrainly existed in terms are produced in our part State. State of Texas. As this surrainly existed in terms are produced in our part State. State of Texas. As this surrainly existed in the surrainly existed in	See Comment #8
					called the Mater Street of Texts, All Toxasis should call for bods and decisive action to transform this critical stretch of inflastiructure into a roadway-that, will accommodate the rapid and immension growth we are experiencing in our great States. Accordingly, I am writing today to express my complete support for the 1-35 Capital Express Central design as proposed by TxOTI. Randy G. Speer Thank you for your consideration of this request. Senf from Mater of Wildows	
	Randy Washington			General Support		Sectioned #8
2708	Randy Washington	1/30/2023	Email	General Support	Data Channel Begand Commissioner. This ap not in recipioning that 3.55 recipi facilities are not originated analysis agreed analysis agreed an inchination of the process of the commission of t	Sac Connent #8
					nequest. Randy Wishington	
2709	Raquel Estevez			Do not widen/no build	MobilitySS Program Manager Tommy Atregio, Tama a recisioned of Assolin	See Comment #5
					These analogical Analogic. DOPOSE TAXON Type Large for \$1.55. Flores settler to use a gent tooy higher byou get to my select hooke or to be able to take my look to vanit their genopherent, MY-SS is soony enough as it. Flores settler to use a gent tooy highers by the settler because or to be able to take my look to vanit their genopherent, MY-SS is soony enough as it. Flores settler to use a gent tooy highers by the settler because or to be able to take to the settler because the profession of the settler because the profession for a few years, and help been our shots and community health and safetly Flores the profession of the settler because the profession of the settler because the profession for a few years, and help been our shots and community health and safetly Flores the profession of the settler because	
					Keep the promises you already made the Texans, get the trucks out of Down town. Help build a \$2.5T4N4&E. Infestructure, not just one that will pluse the problem for a few years, and help keep our kids and community health and safel	
				latent/Induced Demand	Time and time again across our nation critiss have proven that adding more lainss to highways JUST MAKES MORE TRAFFIC () arm thinking of Houston have).	See Comment #18
				Public transit/Multimodal transportation	The only thing that actually takes care off the road is functioning public trainal? Trainst that is where people need it, not where third pany interest want it to be. Public trainal also has the benefit of reducing air pollution. As a more of a 3 year old with addinar this is a huge concern to me and my family.	See Comment #13
				reroute to 190	I thought Tessis basis went to building out 3H:130 with the promise that it would get 13 wheelers that where passing through out of the heart of our officed	See Comment #3
2710	Requel Hazzard	3/7/2023	Email	Public transit/Multimodal transportation	Product to see have been to accurate on the section of the section	See Corrent #3
				transportation		
2711	Raquel Ortega		MyCapEx Website - Comment Form	Do not widen/no build	Please do not expand 1-35. Study after study shows that increasing tanes is a short term fix and extremely expensive band-aid. More laines increases pollution, decreases safely for volverable read users, and they satisfy do not world.	See Comment #5
				east/west connectivity	Please do not ruin more parkland or create additional barriers between the east side and downtown communities.	Su Comert 400
				Reroute to 130		See Corrent # 3
2712	Rashed Islam	1/27/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognising that i 35 through Austin is one of the most congested readway segments in the State of Tesas. As this seriously outsized readway is often	See Comment #8
					Place date (page 10-day) which are under the particular of the day. One of the page 10-day in the page 10-d	
2742		0.710000	food			
2713	Rasmussen George	3/7/2023	Email	Business/residential displacement	Ne ToDOT ToDOT, Asside has lost so much character over theyears wiping out the bosinesses in the path of this distruction is just more concrete to get hot in the summmer and make this city bake.	See Comment #21
2714	Ray Amgren	2/8/2023	Email	General Support	Oser Charmen Bogg and Commissioners: Their you're recognizing that 135 through Audit is one if the most companied madeway augments in the Date of Texas. As this services (included resideway as their coaled in New Dever of Texas, as It cannot another on the Date of another in the Date of the Date of Audit or the Section of the Date of Audit or the Section of the Date of Audit or the Section of the Date of Texas, as It cannot another or the Date of Audit or the Section of the Date of Audit or the Section of the Date of Audit or the Section of the Date of Audit or the Section of the Date of Audit or the Section of the Date of Audit or the Section of the Date of Audit or the Section of the Date of Audit or the Section of the Section of the Date of Audit or the Section of the Section of the Date of Audit or the Section of th	See Comment #8
					called the Main Street of Teas, all Teams should call for bold and decisive action to transform this critical streets of infestivations into a readway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the ISS Capital Express Central design as proposed by TxOOT. Thank you for your consideration of this request.	
						Suchment #S
2715	Ray Colgan			Do not widen/no build	MobilitySS Program Marriager Tommy Alregio, The proposed explansion will not solve Austin's balfic problems. 10 years of invasive construction for what? Nothing positive for the city.	See Comment #5
				Business/residential displacement	It will negatively impact historic neighborhoods and local businesses.	See Comment #21
				Reroute to 130	Viriansitate traffic should be looped away from downtown like in Dallas and Houston.	See Comment #3
				Do not widen/no build	MobilityS Program Manager Tommy Aznejo. Tack I m writing in opposition to higher yearson through Audion. The better purpose would be to convent in sirca a boulewest. Tack I m writing in opposition to higher yearson through Audion. The better purpose would be to convent in sirca a boulewest. Apprise with largo position project and support a boundwest pays that would ACTUALLY remove can from the made do our trusts could run amonther. Apprise with largo past in project and support a boundwest pays that would ACTUALLY remove can from the made do our trusts could run amonther.	See Comment #5
					Again we tully oppose this project and support a boulevaid style that would ACTUALLY remove cars from the road so our trucks could run smoother.	
2716	Ray McElroy			latent/Induced Demand	These and securing a small distriction consequently that encodes flowers that securing this flow tracks. All you can a constanting for the "Mark Carl Carl Securing and classes with this securing of the securing this consequence of	See Comment #18
					And that's exactly what I know is going to happen at this project. You will be creating more traffic that my teams sits in and waste time in. Instead, if it was a boulevand their would be more businesses along it that we could service and self to.	
ID	Commenter Name	Date Received	Source	Topic Public transit/Multimodal	Comment Our distribution company wants more businesses and less treffic and the only way to do that is by setting secole out of cars via rail; bus, land use channes, zoning channes, 50 that the road nation's can be	Responses See Comment #13
				transportation	Our distribution company wants more businesses and less traffic and the only way to do that is by getting people out of cars via rail, but, lend use changes, zoring changes. So that the read network can be for as distributions and others forward to work in their car."	
2717	Ray Santana- Linares			Do not widen/no build	MobilityS Program Manager Tomery Moragis, TACOT year (part (and department as a whole) in Sheed. As a resident of East Audio (1217) Witebbrishis, the proposed plain would be detiniented to my community. TACOT year (part (and expertment as) and printing representations and drivengib-ratific of the Audion Residents. I expect only sound to represent esistence of Audion, who overwhelmingly appose 15/COTs plain.	See Comment #5
					Tubor's proposal seams to be prioritizing newcomers and through valific at the expense of Austin Residents. Leopart city council to represent residents of Austin, who overwhelmingly oppose TubOT's plan.	
1	1					

				Community Alternatives	I am for alternative solutions, such as those proposed by Rethink 35.	Sec Comment 3-4
2718	Ray Zombie			Do not wider/no build	Substitution of the state of th	So. Comment 6 S
				latent/Induced Demand	Equanding the highway ignores bitorical evidence, from literally everywhere, that this does not exork. It's noise and district to think that a highway expension works. It's time to obly thinking like data and sourt thinking about the factor.	Sea Content #38
				Community Alternatives	The factive/SD proposal is a much better plan than a 10/20 year construction project that set lised on to keyer traffic problems, for only that, but you fail to consider that roads need up-keep, something you are well issues with not for doze in any maximized way. Take cover of what we have now, and word causing future problems for this oil;	See Connect 44
				Public transit/Multimodal transportation	Tours sent to use an intendes legislary for my trips. I won't wask, I won't reliable public transportation. I won't trees, greas, I want nature, I expect ToOT, Audin Cty Council, and other representatives to select up for ms.	See Connect #13
2719	Reagan Stuart	3/7/2023	MyCapEx Website - Comment Form	Do not widen/no build	The ballants are trying to dealiny our city, No logical person thinks this highway expension is a good dea. Waste of money, waite of space, I hope you all choice on the furnes.	See Comment #5
2720	Reagen Ward	2/00/2018		Do not widen/no build	We high Text (in the Street of	So. Consent 8
				Community Alternatives	I urge that you instead pause to consider options that are good for the city and its population, like Reconnect and Rethink35.	Sau Comment #4
2721	Rebecca Campos	1/28/2023	MyCapEx Website - Comment Form	Regional connectivity	See Arthreis needs a sei Parent.	See connect #1
2722	Rebecca Ellsworth			Do not wider/no build	Makini/SS Program Manager Tominy Arrago, 1 OPPOSE T.0017's plans for 1-35 and 1 OPPOSE expansion.	See Comment #5
				Community alternatives	I sen for the NebroldS proposal Don't put care over people!! Nebeca Dissorth	See Connecte 44
2723	Rebecca Harlowe	3/7/2023	VOH	Latent/Induced Demand	Studies allow that increasing lawers indoors increased fulfill, often on a parfect \$1.1\$ bears - source per one time and creasing enrounces. My only commont is to encourage partners to be increased partners in the case in creating enror thought developes with other souls, reduce confirming consecutation accounts in a custom of series, and allow for sounder-moment energy, red, adding more lawes that will only fill back up. We went to dear the paper, not make 1 bagger, control that their sources accounts on the paper, page and the paper, not make 1 bagger. Control that this was an accordingly factor by the planners.	Sea Comment # 28
					Email Copy: Good Moning, Associate in the Department of Interior's comment latter regarding the PHBA and 1:00T 1:35 Central Express Central Project DES. Sincorely, Booky Cultins	Sea Comment #25
2724	Rebecca L Collins	3/7/2023	Email	Cooperating and Participating Agency	The companied PG is bicasted in the public bening summary. The proposed may proper and impact and set four Consensation Fund (DCP) assisted who the Extended Book and the Section PG is accordance for proper and impact and set of the Consensation Fund (DCP) assisted who the Extended Book and the Extended Book	
2725	Rebecca Williams	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	Suggesting a real system with multiple stops from Lands to Dallas and Possation. This will allow more traveless to go through various city is increasing economic opportunities for those major city's and smaller exess. Tow	Secrement #1
2726	Reconnect Austin	3/4/2023	Email	Air quality/noise	Land Case. Dec. 11-55 Casin's Express Comment on Project Trans. The land to the Case of the September of th	Se Connect (5%
2727	Pleconnect Assistr	3/7/2023	Email	Community afternatives	loved Copy Phase see the utilizated "Reconnect Acousts have no. 255 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Con Continent 4.4
2728	Rehan Zaman Reid Wittiff	2/16/2023	VOH Email	General Support	Please, lets get this done ASAP. As someone who regularly uses I-35 for business and leisure, it is long overdus.	See Comment #8
2729	Pleid Wittliff	1/31/2023	Email	General Support	Date Chairmen bugg and Commissioners: Thesis you for recognizing that 155 through Audin is one of the most congloader soulewy segments in the State of Fasia. As this services) contained readway and demonstrate the Notive of Fasia, at Fasia services of the State of Fasia and the State of Fasia and Teach an	So Comment &
2730	Rena Stone			Bike/ped safety	It will be a further blight on Austin-unites, for example, adding safe bite taries to existing roads. Austin deserves better than this. Do better. Rana Stone	See Comment #30
				Air quality	Madalisti Shegain Managar Tarriny Araga. This expansion will result in increased traffic, further congestion, editions.	Sea Comment #558
2731	Rene Barroso		MyCapEx Website - Comment Form	Bury/tunnel	We should have more caps (bury the freeway in longer segments so we truly create connections between east and west). TXDOT should pay for the project not tax payers.	Sae Contraint #25
			Comment Form	Air quality	We need greater measurements of air quality during this "environmental" review.	See Comment 4558
				Public transit/Multimodal transportation	The should have direct BLO CRXT on remps and off surges so that theset gins a priority over one person one which; the should have been only lesses but we need PREFERDD senset options. Pur public basesportation first, as in bases and being shouldes. Can see not the Sours. We need to whole our carbon fourport. Make the highway more accessible to bases and being shouldes.	See Comment #33
				Water quality	Engineers should study ways to treat the water rundif (currently) it goes directly into the lake - our drinking water source)	See Comment #125
2732	Rene Echávarri	1/19/2023	MyCapEx Website - Comment Form	Regional connectivity	Let's see some serious rail service between San Antonio and Audoin Reduce feeway demand by offering more options like rail!	Se connect #1
2733	Renee and David Orr			Do not widen/no build	A SQ part per sequence of Justine and Coast Part Sq. And Coast Part Sq	Se Connect 45
2133	CONTRACTOR OFF			latent/induced demand	The proposed severe triflic poli organization for early specific deliverage and the controllation of the proposed severe and t	The Comment #38
				Air quality/noise	The project would encourage the use of single use vehicles and promote sprawl at a time that that is the last thing our environment needs as we undergo continued issues with dimate change.	Sin Comment #34
				Business/residential displacement	The project, as planned, would take land from businesses and residents in the ROW, disproportionately impeding small businesses and minority communities.	See Comment #21

1	1	1	1	racial justice	The project would perpetuate and worsen the divide in our city between communities on either side of the intenstate.	See Comment #3
2734	Renee Lopez	2/20/2023	VOH	General Support	I AM INTERESTED IN THIS PROJECT	See Contract # 8
		2/20/2023	VOH			
2735	Rance Sima			Do not widen/no build	Na hoof ToO. Take what may agree and agreed by specific about the properties have prepared to the engine of the e	See Comment #5
				Lower Speed Limits	This would both allow for safer streets with lower car speeds	See Comment #395
				Air quality/noise	ton addition from ear.	See Comment #34
				Community alternatives	Support projects like Reconnect Austin and Rethiels 35.	See Comment #4
					August property like Memorrest Audin and Montres 25. Thinks you for midding and Things you reconsider your plans. Home Simo, concerned workers. Home Simo, concerned workers.	
				Public transit/Multimodal transportation	Thefere that full should initiated be expanding public transit options and make changes shown to a later wishing and billing experience.	See Comment #13
2736	Reynaldo Ortiz	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	Let's get a rail system from San Artenio to Austin rolling, Anything would alleviate that traffic	See comment #1
2737	Rhett B	3/7/2023	Email	Do not widen/no build	Mubility\$5 Program Mariager Tommy Abrego, 1,009/05E TuGOT's plans for 1-SS and 1,009/05E expansion.	See Comment #S
ID	Commenter Name	Date Received	Source	Topic	Connect	Responses
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested road-way segments in the State of Texas. As this seriously outstand road-way is often	See Comment #8
2738	Riannà Bidhlam	2/8/2023	Email	General Support	Our Chammen Reg and Commenserers: Thank you for recognizing that 1.55 through Audits as one of the most congested markey segment in the State of Tours. As this services indicated markey is when Australia, it is not recognized to the segment of the 1.55 through Audits as one of the most congested markey segment in the State of Tours. As this services in the State of Tours. As the segment report of the 1.55 through Audits as a consistent of the requirement of the req	
2739	Ricardo Gonzalez				Material Shipping Manage Transp Aregs. See 1907. Fare writing to spease or porcerns about the proposed expension of the 135 legimes; While I understand the need to address traffic congestion in the area. I believe that this expension will come at a great cost to the communities and buildings. The trans.	See Comment #5
				Do not widen/no build	I am writing to express my concerns about the proposed expansion of the I-35 highway. While I understand the need to address traffic congestion in the area, I believe that this expansion will come at a great cost to the communities and buildings in the area.	
				Business/residential displacement	Equanding the highway will require the destruction of many homes and businesses in the area, displacing families and disrupting local economies. This will have a develotating effect on the communities that have glown and thrived in this area for generations. Additionally, the construction process basif will cause significant disruption to the daily lowed if those who low and work in the area.	See Comment #21
				latent/induced demand	Moreover, the expension of the highway still not necessarily solve the triviality problems in the area. Studies have about that expending highways often leads to induced Comman, where more people are executaged to see the real. Studies to even more traffic congestion in the large term. This could result in an even greater need for further expension of the highway in the future, creating a vicious opcied disactions and disruption.	See Comment #18
					destruction and disruption.	
				Public transit/Multimo	recount of expending the highway. It right that to consider alternative existions to address traffic congestion in the exest. This could include improving public than proving public than proving conjuding and wither from it finds whering, and investiging in infrinstructions be support alternative modes of the supportation such as light cell, their lesies and boses. By shiring a more competitional supportation public than proving any competition public and in the supportation public than proving any competition public and in the supportation public and	See Comment #13
				transit/Multimo dail transportation	planning, we can create a more sustainable and inable community while also addressing traffic congestion.	
2740	Ricardo Roque	3/6/2023	Email	Latent/Induced Demand	MakingSt Program Manager Tommy Kangus, This is maken to brink this is actually a proposal, We don't work to turn into the next Houston. Bigger tunes will just attract move traffic.	Se Commet #13
2741	Rich Berman	1/12/2023	Email	General Support	Our Cleams high and Commissioners that high year for recognizing fast 15 Strongs Audit is now of the main companies making years that the 2014 of Team. As it is an investigat production making years that the state of Team. As it is an investigat production making years that the state of Team. As it is an investigat the state of Team. As it is an investigated in the State of Team. As it is an investigated in the State of Team. As it is an investigated in the State of Team. As it is an investigated in the State of Team. As it is an investigated in the State of Team. As it is a state of	See Comment 48
2742	Rich Heyman	3/7/2023	Email	Do not widen/no build	Comments of the Capital Copuses Central Project Out Environmental Impact Statement, "An expension" of terminals influent instant in the Capital Copuse Central Report Out Environmental Impact Statement and Capital Copuses (Capital Copuses) of the Capital Copuses (Capital Copuses) of	See Connect #S
					Support Modified Build Alternative S Support Modified Build Alternative S Support Modified Build Alternative S Support Modified Build Alternative S Support Modified Build Alternative S	See Comment #8
			1		Report Notice that the description of the descripti	
2743	Richard Davis	2/21/2023	VOH	General Support	of life but to bring positive economic growth. Please consider my support for modified build alternative 3.	
			1		10 Maria (100 Maria (1	
L	<u> </u>	<u> </u>	L			
2744	Richard deVarga	2/23/2023	Email	East/west connectivity	We ToOT NOT. Cut and cap to reconnect East and Week Austin. Period. If you can't lead than get out of the way.	Sec Commer #20
2745	Richard DeVarga			Do not widen/no build	Me ThDOTThDOT, ThDOT, ThDOT, ThDOTThDOTThDOTThDOTThDOTThDOTThDOTThDO	Sue Comment #5
				Bike/ped safety	We want take and predestrian options.	See Comment #30
				Caps/deck plazas	Out and cap per City of Austin recommendations. Austin wants to stitch East Austin back together with West Austin. We want parks and a boulevand.	
				and a series because	Comments on 1-35 Custilal Excress Cernal Project Druft Environmental Impact Statement	50 Corres 51
2746	Richard Heyman	3/7/2023	MyCapEx Website - Comment Form	Climate change	Commons on 15 Grant Grant Control (Spring Cont	
2747	Richard Kissinger	1/31/2023	Email	General Support	Duer Chairman Bugg and Commissioners: Think you for recognizing that 155 through Audin is one of the most congested neadway segments in the State of Texas, As this seriously outsited neadway is offered collect the Main Street of Texas, as It means should call the deal and occurred action to seriously most and recognized in the commission of the indicated and occurred action to seriously outside the neadway of the seriously outside the neadway of the seriously outside the neadway of the seriously outside the neadway of the seriously outside the neadway of the seriously outside the neadway of the neadway of the seriously outside the neadway of the neadway of the seriously outside the neadway of the neadway of the seriously outside the neadway of th	See Comment #8
2748	Richard Knopf	2/6/2023	Email	General Support	Date Chairman Bugg and Commissioners: Tools bing in Austin. Onliving on 135 between Beir White and U of Tease is the only thing Thate doing in this city. Please support the 135 Capital Express Central design proposed by TiCOT. Thank you very much for considering this request. Sincerup, Richard Knopf	See Comment +8

2749	Richard Kooris	200,000	VOH	Business/residential displacement	Earn the number of the half-line at 501 North LSS. I have three represents 11 are servin see that the forestate mail that numerity requires making across to our half-line is haird removal and replaced for rob.	See Comment #21
					I am the owner of the building at 551 from 1-35. I have three comments: 1) am sorry to see that the firmingle read that currently provides public access to our building is being removed and replaced by only a "Davied Casea Polhway for Scipcia and potentials". The removal of the readesy will weak considerable healthing to our business and that of the families in the building. It does not seem to be increasing for the access of the overall plan. Depring the many and businesses and proving nonemon on the east and seed. Self or event and verburg and comments throughten, Earlies though section of the overall plan. Depring the many and businesses and proving nonemon thread sets does not seen to be self-up and comments throughten, Earlies though displaced in the section of the overall plan.	
				Caps/deck plazas	2) like most offer appeals of the design hal. Things that IDOT works closely with the CDA to facilitate more areas of "suppring" of the toward residues). These selected examines are removable for the common from the common for the common for the common for common	Sax Comment #42
2750		1/9/2023	MyCapEx Website - Comment Form	Reroute to 130	As treatment of the relation of the St. Shough, but we offered the St. Shough and the St.	So connect#3
2751	Richard Petersen			Do not wider/no build	Mobility55 Program Manager Tromny Abrogio. Please also sworing billions of Odders on Inglinesy expensions that don't improve long term traffic conditions.	Sea Comment #5
				Climate change	and result in enormous climate damage. Rother's Peterson	Sau Commut #51
2752	Richard Russell	3/6/2023	VOH	Bike/ped safety	Pleaser cay the highway and make as much fine space and take lance as possible. We will need more believes in the future and this is a great opportunity to make the city sealer to make fine of the seal take for 25 years and there are too many case and not enough usey ways to creat the lightness on following the following t	See Comment &D
2753	6 C 11	3/2/2023	Email	Cooperating and Participating Agency	East Copy of the It. Program and Ms. Adepting East. On Market Program and Ms. Adepting East. On Market Program and Ms. Adepting East. On Market Program and Ms. Adepting East Company (Market Program and Ms.) And Copy of this correspondence has been mail via USPS confider and. The complete PGF is boarded in the public hearing summary, dependix F	1607 has also held several crossa-agency mentagin including team members from the City of Austin. Capitation seed Project Correct to ensure the Capital Express Central ground adigns with other transportation project goals for the City of Austin. 16007 exports a multimodal transportation system and will continue to collect pubblic feedback and host cross-agency meetings.
2754	5 5 6 8 6	3/7/2023	Email	Cooperating and Participating Agency	Exact Copy; Dave Mr. Programs and Mar. Anking Nglover. The Copy of Austria staff responses to the 1-35 Capital Express Central Project Daft Environmental Impact Statement, Places and investigal revises of the series of adjustment. Asked copy of this correspondence will be sent via 159% centrified mail. The compute POF is located in the public hearing summary. Approvid if	1607 has also held seared cross-agency melogic including learn members from the Chy of Audio. Cupleton with Page Connect to ensure the Cuplet Express Central project adjos with other transportation project goals for the Chy of Audio. 16007 respons a multimodal transportation pages and will central to closed public feedbase and had cross-agency melonique.
2755	Richardson Irvine				Manipul Service Towns Manager Towns Winter Town And Town Town And Town Town And Town Town And Town Town And Town Town And Town Town And Town Town And Town Town And Town Town And Town Town And Town Town And Town Town And	Se Connect 45
				Do not widen/no build Multimodal transportation	The money would be better spent expanding other modes of transportation such as increasing and improving bike lanes and expanding train service.	See Comment 420
ID	Commenter Name	Date Received	Source	Topic	Connect	Reponses
2756	Rick Nunes	3/7/2023	Email	Do not widers/no build	Making St. Program Manager Homey Adaps; for on exapport the current plans for SS explanation, there is no much weeks. Like expending \$27nd street and adding entrances and exits when infrastructure already exits at ISS and August. The plain is not well thought out and needs to be reducing!.	See Connect #5
2757	Rick Whiteley	2/7/2023	Email	General Support	Succident Marks Design of Technique Services in Services (Services Services	See Comment 48
2758	Riley Church	3/7/2023	Email	Do not widen/no build	Making Shape Manage Tramps Area. Legal Shape Manage Tramps Area. Legal Shape Manage Tramps Area. Legal Shape Manage Manage Tramps Area. Legal Shape Manage Mana	Sa Comment #5
2759	Riley Hamilton	3/7/2023	Email	Do not widery/no build	ModifyS Program Manager Transity Street, on the separation of 1.55. 1.55 texts, trick in contraction, here a dividing live in the city. I coult the city in build and assists a bound or contraction, below a few or contraction or the city in the city in build and assists a bound or contracting regions. Neglect in the city in the city in build and assists a bound or contracting regions. Neglect in the city in the city in build and assists a bound or contracting regions. Neglect in the city in the	See Comment #5
2760	Riley Ruchti	Korionn	MyCapEx Website -	Regional connectivity	opposed for legislation of 3.5. I send for a community and speem, Expanding (3.5 submaley will not solve the traffic issue. A public transportation groot make sufficient and afficient afficient afficient and afficient af	See Comment #1
			Comment Form	Public transit/Multimodal transportation Do not widen/no build		Sea Comment #53 Sea Comment #5
2761	Rio Tomlin	1/18/2023	MyCapEx Website - Comment Form		Please direct widow 155 Strongs Audio. Microsis the impact and goal the nucleoy has through the heart of Audio. Please buy and cop s. The less forginns and impact than to daily life and chading Audio field Microsis World the cod.	Sectionnel 5 Sectionnel 8
2762	Rosa Ahearn Keena n	3/6/2023	Email	General Support	Our Common high get of commonwers. If the property of the property of the control of the contro	Sectionment 65
2763	Rita Scher	3/8/2023	Ernall	Do net wides/no build	Large factors (COTT) primarily gains for \$5.0 his an thing orientment of inventional cases with \$5.0 his ment of femaling designation, \$6.0 his ment of femaling designation of designation and the second of femaling designation of designation of designation of the second of femaling designation of the second of femaling designation of the second of femaling designation of the second of femaling designation of the second of femaling designation of the second of femaling designation of the second of femaling designation of the second of femaling designation of femaling design	Sea Comment #S
2764	Rita Snyder			Do not widen/no build	Michiga Sington Manager Training Straigh. The bear this Auditor and Michigan Sington Straigh. The bear this Auditor and Michigan Sington Sin	Sea Contract 65
				Reroute to 130	SH 130 should be expanded, all trudis should be required to use SH 130 to keep them off H35. Expand 130, then's plenty of room, add access roads that are free and easy to use.	See Comment #3
				Buddle soon of the below day	Please add a mass transit system like a gondola type or elevated type as in Florida at Disney. It's amazing Disney can figure this out, but TXDDT can't. Put in parking garages to minimize the environmental	See Corresent #13
				Public transit/Multimodal transportation	damajos.	
2765	River Blohm			Do not wider/no build	Secretary Secretary Secretary Secretary Secretary Secretary Secretary Secretary Secretary Secretary Secretary Secretary Secretary Secretary Secretary Secre	Ser Comment 45
2765	River Bluhm				Searage. Mobility S Regions Manager Training Manage. Mobility S Regions Manager Training Manage. Mobility S Regions Manager Training Manage. Searage Training Manager Traini	Sec Comment #13
2765	Rover Blufnm Rover Blufnm Rob Gandy	2/8/2023	MyCapEx Website -	Do not wider/no build	Searage. 1-bit on Pursu, and Inquisity and Elemin Strategy. 1-bit on Pursu, and Inquisity and Elemin Strategy. 1-bit on Pursu, and Inquisity and Elemin Strategy and	
		2/8/2023	MyCapEx Website - Comment Form	Do not wider/no build lishert/induced demand Multimodal transportation	Searage. Mobility S Regions Manager Training Manage. Mobility S Regions Manager Training Manage. Mobility S Regions Manager Training Manage. Searage Training Manager Traini	See Connect #15 See Connect #20

2767	Rob Hudock	1/13/2023	Email	General Support	Date Chairman Bugg and Commissioners: Therk you for recognizing that 155 through Audin is one of the most congested neadway segments in the State of Teas. At this seriously outsided neadway is often colid to the Mark Street of Teas, at 1 times should call to the date and occurred action to be seriously outsident that colleves the finishest-curren into a makes you that all accommission that we see powering in our great State. Accordingly, it we mill product by segment any expension peops for the Stat	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDCT. Thank you for your consideration of this request. Sent from my iPhone	
					Mobilit-SS Program Manager Tommy Abresto.	Sec Comment #S
					Asknowledges from before a form of the contract of the contraction of the contract of the cont	See Comment #5
					My name is 9bb McCabe and I am a social worker, church member, erjoyer of coffee and brisket, a nephew, a cousin, and a brother in this community. I have loved the city of Austin since the first visit I remember when I was 16. I had a dream all through crollege that I would move here, and in 2017 it did.	
					I began learning about her different municipalities create space for people who ride bias back in 2019. I had began inting my bible to vork, and I was an anadot at all of the random terminations of sidewalks and bible lenes. This set me down a set of the random terminations of sidewalks and bible lenes. This set me down a set of the random terminations of sidewalks and bible lenes. This set me down a set of the random terminations of sidewalks and bible lenes. This set me down a set of the random terminations of sidewalks and bible lenes. This set me down a set of the random terminations of sidewalks and bible lenes. This set me down a set of the random terminations of sidewalks and bible lenes. This set me down a set of the random terminations of sidewalks and bible lenes. This set me down a set of the random terminations of sidewalks and bible lenes. This set me down a set of the random terminations of sidewalks and bible lenes. This set is the sidewalk and the random terminations of sidewalks and bible lenes. This set is the sidewalk and the random terminations of sidewalks and bible lenes. This set is the sidewalk and the random terminations of sidewalks and bible lenes. This set is the sidewalk and the random terminations of sidewalks and bible lenes. This set is the sidewalk and the random terminations of sidewalks and the random terminations of sidewalks and the random terminations of sidewalks and the random terminations of sidewalks and the random terminations of sidewalks and the random terminations of sidewalks and the random terminations of sidewalks and the random terminations of sidewalks and the random terminations of sidewalks and the random terminations of sidewalks and the random terminations of sidewalks and the random terminations of sidewalks and the random terminations of sidewalks and the random terminations of sidewalks and the random terminations of sidewalks and the random terminations of sidewalks and the random terminations of sidewalks and the random terminations of sidewalks and th	
				Do not widen/no build	pain or learning, cere for through in which selection is a few window of the control of the cont	
					Cars will never be the solution, whether they are powered by electricity or internal combustion. We need light rail, better bus routes, bike lanes that are protected by more than a painted line or a firmsy piece of plastic, and sidewalks so that folio. can walk to the nearest tate or true.	
					Indeed of doing what is reasonable we have now abandoned Project Connect. There will be no new rail infrastructure. The oly and DDDD want to expend the immetate that was built interactionally to separate Black and Hispanic residents of each connection of the conne	
					can wish to be married too troot. The married of cong much in the married too troot. The married of coint, point in a secondard with the prince of congression of the married of the mar	
2768	Rob McCabe			Public transit/Multimodal	The critizens of Austin voted to fund Project Connect back in November of 2020, and I was so happy to see the critizens of this great city waking up to the reality that offering alternative modes of transfer management of the project project for the project project for the project project for the project project for the project project for the project project for the project for	See Comment #13
				transportation	transportation will be the only way to solve the issue of traffic congestion.	
				Air quality/noise	The same thing has been planned here in Audin. We know that this project will be a failure. The data are in, and yet the power of money speaks more loudly than the will of the people Cars are an inefficient use of space, they political the air, and they have led to a 60% decline of fixed insects in the US strop 2012. Cars also bill 1.3 million polistrians every year. I have had swerred only clients who are homeless	See Comment #34
					be mundered by cars just since flast summer.	
				Reginess/residential displanement	Not to mention the displacement of homes, business, and communities of color that happened during this process, 1,000 homes and businesses will be destroyed so that we can expand 1.55 and we know that execution will make review only on the process of the proces	Sections of 21
					that expansion will make traffic worse and not better.	
					Date Chairman Bogg and Commissioners: Thank you for recognizing that 135 strough Audit is one of the most congested nodeway segments in the State of Teaca. As this seriously outsided readway is offer coaled be taken Street of Teaca, at Teaca and Teaca and the coaled and decisioned and the seriously outsided readway is offer coaled by the Market Street of Teaca, at Teaca and Teaca and the coaled and readward and the seriously outsided and the serious	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this requisit. Best, Rob Pauloff Financial Analyst Multifereity Capital Markets instituted to the Indianated Control of the Indianated Cont	
2769		2/7/2023			16. ATTRICATE	
2769	Rob Payloff	2/1/2023	Email	General Support	NOTE: This e-mail missingle and any attachments are intended solely for the use of the intended recipient, and may contain information that is confidential, privileged and exempt from disclosure under applicable law. If you are not the	
					Intended recipient, you are not permitted to read, disclose, reproduce, distribute, use or take any action in related upon this message and any attachments, and we request that you promptly notify the sender and immediately delete this message and any extended the air propriet themselved in the interfer to sevice any right or printings. Nemmel is another qualified for authorised to give legal or tax advise, and any such alreads the delete of the interfer to sevice any right or printings. Nemmel is a methine qualified for authorised to give legal or tax advise, and any such advises about the destination than any programming, qualified professional advisor of your own changes;	
					advice should be obtained from an appropriate, qualified professional advisor of your own choosing.	
2770	Rob Timm	1/12/2023	Email	Do not widen/no build	The proposed not in the 120 Capital Express Central project is not of the most residued, and malicious projects have never more. Proposition ground this most, from whice an most impediately it, have an expression of the most residue of the most r	See Connent #5
					make clear that they don't went it to happen. History his proven unban freeways to be took to the communities, they plew through and divide, expanding one in the 21st contury demonstrates a willful ignorance and resistance to learning even the beautiful interest of lessens, about how a clip functions. The first that TADIC continues to outs such a	
					communities you supposedly serve, honestly the city would be a better place if TXDOT just stayed out.	
2771	Robbie Dante	2/11/2023	VOH	Do not wider/no build	Don't expand at all Don't expand north of i-35.	See Comment #5
2772	Robbie Ketch	2/7/2023	Email	General Support	Lack Channel Degli and Commissioners. This is pre-for recognizing that LSS Strough Audit is part of the print of the print of the print in the State of Team As to State of the State of th	See Correlat #8
					called the Main Street of Texas, all Texass should call for bold and decisive action to transform this critical stretch of infestiveness into a readway that will accommodate the rapid and immass growth we are experiencing in our great State. Accordingly, if an writing today to experie	
					Laco Acordica D Openia. There / Josen 11 Acordica in Department of the Control of the Control opening of the Control of the Control opening of the Control of the Control opening of the Control of the Control opening opening of the Control opening of the Control opening op	
					0004-c6391-daces/ 2-3abc522-2-4m/CONTCONTCONTCONTCONTCONTCONTCONTCONTCONT	
					Addelsing/QU09/cy/C098gfs/29WPftcgch5at6pAtQe19QJb-cKEhsDkreiserved=0	
ID	Commenter Name	Date Received	Source	Topic	Comment	Responses
2773	Robert Barash	3/6/2023	MyCapEx Website -	Bike/ped safety	105 needs a systematic overhauf. The walkability is border line dangerous along the main roads, sidewalks are too tiny. Eats are congested across the entire road during most parts of the day. Please consider a real systemic plan installed of a bandled solution.	See Comment #30
			Comment Form		consider a real systemic plan instead of a bandaid solution.	
2774	Robert Barnes	1/15/2023	Email	General Support	Date Chairman Bugg and Commissioners. Third you for recognizing that 155 through Justin is one of the most congested nashway agreemts in the State of Teas. As this seriously coldated nashway is often colled to Made 150ms of Teas. As this seriously coldated nashway is often colled to Made 150ms of Teas. As this seriously coldated nashway is often colled to Made 150ms of Teas. As this seriously coldated nashway is often colled to Made 150ms of Teas. As the seriously coldated nashway is often colled to Made 150ms of Teas. As the State 150ms of Teas. As the St	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iPhone	
2775	Robert Belfiore	1/19/2023	Email	General Support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most competend mediusy segments in the State of Texas. As this seriously outdated mediusy is offered and the seriously outdated mediusy is offered that the seriously outdated medius and for both and decisive action to transform this critical stretch of infristructure into a madesty that will accommodate the rapid and immense growth we	See Comment #S
					are experiencing in our great Sale.	
				Do not widen/no build	TxDOT CapEx Austin team,	See Comment #5
				Do not widen/no build	ThOCT Cogic Auditin Issuers, Underly, this highway is improved without adding lares at all. Yall aren't this "dependence of highways", you're the department of transportation. Please, recognize the various more effective ways of addressing transport needs on this corridor and mobility bissons of the	Sax Comment #5
				Do not widen/no build	ToOT Got, Nation been. Nation, this signings improved without adding laters at all. Yall are that "Despitation of high party," you're the operation of a supportation. Please, reception the various more effective ways of addressing transport needs on this consider and mobility leasens of the parts severed books for the first Engine or later less printed parts on the first Engine or later lateral control or support the control of the parts of	Se Connect #S
				Do not widen/no build	Tool Copie Autorises. Tool Copie Autorises. The Security International Copie	See Connect #S
				Do not widen/no build Latent/induced demand		Sec Connect #5 Sec Connect #15
					To COT Copie August bases, somewast with an edited places at 16. The COT Copie August bases are somewast with an edited places at 16. The COT Copie August bases are somewast with a copie and the sequence of a s	
2736				Latent/Induced clemand	As nonemon paid inflower operation; projects have aftern, and multiple Audio registerhoods have formally recipited, entering frightness study makes traffic some entering with publishers require, and wasted and study the opportunities.	See Contenent #18
2776	Robert Baler				As remarks paid highesy expension projects have above, and multiple Audin seleptionhoods have formally recognized, existenting highesys actually makes balls's some abort with production, inequity, and easiled near datine A forest that export motions. A restart highesy encourages more driving and versions conglistion, we will as course significant par, value, and noise production.	
2776	Robert Baler			Latent/Induced clemand	As remarks paid highesy expension projects have above, and multiple Audin seleptionhoods have formally recognized, existenting highesys actually makes balls's some abort with production, inequity, and easiled near datine A forest that export motions. A restart highesy encourages more driving and versions conglistion, we will as course significant par, value, and noise production.	See Contenent #18
2776	Robert Boler			Latent/Induced clemand	As nonemon paid inflower operation; projects have aftern, and multiple Audio registerhoods have formally recipited, entering frightness study makes traffic some entering with publishers require, and wasted and study the opportunities.	See Contenent #18
2776	Robert Boler			Latent/Induced demand Air quality Community afternatives	As numerous paid ingleway expension proposits have allowed, and multiple Austin registration for many recognised, without physical particular service along with publication, recognition, and washed resident for the opportunities. As situate ingleway recoverages more or shring and warrant configuration, we will as causes algorificant dar, water, and many admitted and proposed and an expension of the configuration of the confi	See Contenent #18
2776	Robert Boler			Laters/induced demand Air quality Community alternatives	As numerous paid ingleway expension proposits have allowed, and multiple Austin registration for many recognised, without physical particular service along with publication, recognition, and washed resident for the opportunities. As situate ingleway recoverages more or shring and warrant configuration, we will as causes algorificant dar, water, and many admitted and proposed and an expension of the configuration of the confi	See Contenent #18
2776	Robert Boler			Laters/induced demand Air quality Community alternatives	As numerous paid ingleway expension proposits have allowed, and multiple Austin registration for many recognised, without physical particular service along with publication, recognition, and washed resident for the opportunities. As situate ingleway recoverages more or shring and warrant configuration, we will as causes algorificant dar, water, and many admitted and proposed and an expension of the configuration of the confi	Sec Connect #15 Sec Sec Sec Sec Sec Sec Sec Sec Sec Sec
2776	Robert Euler			Latent/Induced demand Air quality Community afternatives	As remarks paid highesy expension projects have above, and multiple Audin seleptionhoods have formally recognized, existenting highesys actually makes balls's some abort with production, inequity, and easiled near datine A forest that export motions. A restart highesy encourages more driving and versions conglistion, we will as course significant par, value, and noise production.	Sec Connect #15 Sec Sec Sec Sec Sec Sec Sec Sec Sec Sec
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1					Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Texas. As this seriously cutdated readway is often collect the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infestructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Best Retards.	
2785	Robert	2/7/2023	Email	General Support	The information contained in this communication from the sender is confidential. It is invanied solely for use by the recipiers and other authorised to receive it. If you are not the recipiers, you are heavily profiled that any disclosure, copying, distributions or striking action in relation of the contained of this information is carriedly profiled that any disclosure, oppying, distributions or striking action in relation of the contained of this information is surfacing profiled that any disclosure, a relative in the contained for viruses and malaries, and relative these bean externed part scribed by Ministria, as relative in the contained for viruses and malaries, and malaries and the contained for viruses and malaries, and relative the bean externed part of the contained for viruses and malaries, and the contained for viruses and malaries and the contained for viruses and malaries.	
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2786	Robert	2/24/2023	VOH	Caps/deck plazas	White anything is better than what we have today, the preferred alternative does not do enough to blant the impact of CIS in downtown Austin. The state, not city, should cover the entire freeway through downtown and CIT. We have this one opportunity to do this right, as do it right by capping the entire freeway through downtown.	See Comment #42
	Martin				downtown and UT. We have this one opportunity to do this right, so do it right by capping the entire freeway through downtown.	
2787	Robert McAndrew	3/1/2023	MyCapEx Website - Comment Form	Bury/tunnel	browing support burging as must of 32 an execute through discretion Autor. The original parameter of 135 in the content of parks the was a write decision and at identified the fact, the should make a feature of the content of parks. The was a feature of the content of parks and the second or parks and the content of parks and the second or parks and the content of parks and the second or parks and the content or parks and the second o	Sae Corresest #25
					and the improvements are dismatist. It was recently in Boston and the downtown space redeveloped from burying the act of highway has transformed downtown and are recently making the provided of the provided from the provided fro	
2788	Robert Moreno	1/20/2023	MyCapEx Website -	Regional connectivity	As one of the largest and most vibrant mega-regions in the work, the Houston, Dallias, Austin, San Antonio triangle should have a high speed rail network. The most glaring (and embersassing) lack of transit	See comment #1
			Comment Form		As one of the largest and most vibrant reggs region in the world, the incident. Dallar, Austri, Sain Attentio transpire should have a high speed rail redood. The most giving good enhancearing lack of transit is between Austrian and Sain Attention. These is no good measure why the sain of Toxes absorbed to precing particles below to discuss the sain seal seal to see any way to select world find its transition. It is because the sain of Toxes absorbed to general particles and town to ensure to 155 when the early way to select world find its transition is the high precing redefined internations having precing and read in 155 was regiment on which or add not object any services. It cannot find any services and contrained have the service and rain in Australia Sain lange to service and the Yardin.	
2789	Robert	3/6/2023	Email	General Support		See Comment #8
2100	Nusbeum	3/0/2023	Linai	General Support	Daar Chairmann Bugg and Commissioners: In a writing today to expressioners: In a writing today to express my complete support for the 1-35 Capital Express Central design as proposed by TuDOT. Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. Thank you for your consideration of this request.	Julie Contractive But
					Think you for your consideration of this nequest.	
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often coiled the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
					color to Note Toward Tasks, at Toward south and for this and discussed and the Toward Tasks a	
					For more information about how AL processes your personal data, please click here	
2790	Robert Ofarrell	2/7/2023	Email	General Support	I make a sufficient to the author's prior permission. We have taken precautation to minimize the risk of trainmitting defined the author's prior permission. We have taken precautation to minimize the risk of trainmitting defined the author's prior permission. We have taken precautation to minimize the risk of trainmitting defined with the author's prior permission. We have taken precautation to minimize the risk of trainmitting defined with the author's prior permission. We have taken precautation to minimize the risk of trainmitting defined with the author's prior permission. We have taken precautation to minimize the risk of trainmitting defined with the author's prior permission. We have taken precautation to minimize the risk of trainmitting defined with the author's prior permission.	
					any loss or damage cussed by software viruses. The information contained in this communication may be confidential and may be subject to the attorney-client privilege. If you are the intended recipient and you do not wish to receive similar electronic manages from us in the future then please recipient to the sentence to the effect.	
2791	Robert Wooten	2/7/2023	Email	General Support	Day Palamin Barrar Commission Palamin Commission (1914) 55 Barrar Legis on of the next commission (1914) 155 Barrar Legis on of the next commissio	See Comment #S
2/91	Hobert wooten	2/1/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outstand readway is often called the Main Street of Texas, all Texas should call for bold and decisive action to transform this critical stretch of infestivuture into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	Lama Continuents and
					Accordingly, I aim writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxXXII. Thank you for your consideration of this request. Robert Workin Sent from my Phone	
2792	Roberta Wright		MyCapEx Website -	Do not widen/no build	First, I SS runs through the heart of the city and we need less traffic and fewer roadways there, not more. I oppose the Tx bot plan!	See Contrast #5
			Comment Form	East/west connectivity	Second, our only is finally coming together, exist & weed, and the expansion of the intensiable would destroy this unity.	See Comment #20
				Business/residential displacement	Third, my grandchildren attend Escuella Del Alma, a unique and valuable billingual preschool which could not afford to relocate.	See Comment #21
2793	Roberto Flores			Do not widen/no build	MobilityS Program Manager Tommy Atrogo,	Sax Correspond #5
2.123	NOON DITIONS			DO INC WIGHTING DURIN	Indicates part of the property	Jee Constants 92
				Multimodal transportation	If you don't went to support plaintiffs lawyers like me we need a public transportation first system in Austin. We need rail and busses from Georgetown to Austin all the way to Buds. If we want Austin to grow we need to plain for it now not stop gaps like more streats.	See Comment #20
2794	Robin	2/12/2023	MyCapEx Website - Comment Form	Business/residential displacement	You cain't list this happen and close down my family's business and potentially our apartment too.	See Comment #21
	Chapman		Comment Form			
2795	Bohun Handriy			Do not widers/no build	MobilitéS Program Márquer Tomers abroats	See Comment #5
					MobilitySS Program Manager Tommy Abrego, sam a resident of Travis County and I am adamantly opposed to the planned expansion.	
						See Comment #30
				Bike/ped safety	Instead, I would prefer if TxDOT (interest to the people and looked towards implementing pedestrian, cyclist,	
				Latent/induced demand	Epending highweys and adding additional lanes does nothing for decreasing shalfs and it is disingenous for 1x001 to continue with this project insisting that it does. Additional lanes simply add additional consistion to the one-existing consistion you claim to be triving to remedy.	See Comment #18
					congestion to the pre-existing congestion you claim to be trying to remedy.	See Comment 918
					congestion to the pre-existing congestion you claim to be trying to remedy.	San Comment #15 San Comment #15
					congestion to the pre-existing congestion you claim to be trying to remedy.	
					Expending springs and setting address on time the entire of extremal petits and is designation to the own with this project mostly that it does. Address of execution of the project mostly and address of expending that it does also also also also also also also als	
				Public transit/Multim dal transportation	comparison to the pre-entiting comparison you claim to the rings of remarks, and the present of	Sea Contract #13
					comparison to the pre-entiting comparison you claim to the rings of remarks, and the present of	
				Public transit/Multim dal transportation	comparison to the pre-entiting comparison you claim to the rings of remarks, and the present of	Sea Contract #13
				Public transit/Multim dal transportation	congestion to the pre-existing congestion you claim to be trying to remedy.	One Continues #13
				Public transit/Multim dal transportation	comparison to the pre-exciting comparison by cut than the large of servings, and public transportation cereinal projects when Excesses to super expendence on the city. The same is not the sale of the highesy \$1.5 the software that put is enclosed and excessed your three notions had obtain an extra an exception desirable projects when the city and control page 1.5 the first for the service manufacture and barrier for page pages hashed and wellfulling the soldes those access to their ofly without being excesses into expending the hearty-underfundate public transportation options included of washing extilined an excesses to their ofly without being excesses into expending the hearty-underfundate public transportation options included of washing extilined of washing extilined an excesses to their ofly without being excesses to expending the hearty-underfundate public transportation options included of washing extilined or the solder of the solder or three control and options of the page of the hearty-underfundate public transportation options included or washing excesses to their only without being excesses to expend the heart of the high the heart of the solder o	One Continues #13
				Public transit/Multim dal transportation	comparison to the pre-exciting comparison by cut than the large of servings, and public transportation cereinal projects when Excesses to super expendence on the city. The same is not the sale of the highesy \$1.5 the software that put is enclosed and excessed your three notions had obtain an extra an exception desirable projects when the city and control page 1.5 the first for the service manufacture and barrier for page pages hashed and wellfulling the soldes those access to their ofly without being excesses into expending the hearty-underfundate public transportation options included of washing extilined an excesses to their ofly without being excesses into expending the hearty-underfundate public transportation options included of washing extilined of washing extilined an excesses to their ofly without being excesses to expending the hearty-underfundate public transportation options included of washing extilined or the solder of the solder or three control and options of the page of the hearty-underfundate public transportation options included or washing excesses to their only without being excesses to expend the heart of the high the heart of the solder o	Sea Contract #13
2796	Robyn Ross			Public rearing/deferred dal transportation Do not widen/no build	comparison to the pre-entiting comparison you claim to the rings of remarks, and the present of	See Comment #13 See Comment #5
2796	Robyn Ross			Public rearing/deferred dal transportation Do not widen/no build	comparison to the pre-exciting comparison by cut than the large of servings, and public transportation cereinal projects when Excesses to super expendence on the city. The same is not the sale of the highesy \$1.5 the software that put is enclosed and excessed your three notions had obtain an extra an exception desirable projects when the city and control page 1.5 the first for the service manufacture and barrier for page pages hashed and wellfulling the soldes those access to their ofly without being excesses into expending the hearty-underfundate public transportation options included of washing extilined an excesses to their ofly without being excesses into expending the hearty-underfundate public transportation options included of washing extilined of washing extilined an excesses to their ofly without being excesses to expending the hearty-underfundate public transportation options included of washing extilined or the solder of the solder or three control and options of the page of the hearty-underfundate public transportation options included or washing excesses to their only without being excesses to expend the heart of the high the heart of the solder o	See Comment #13 See Comment #5
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2796	Redyn Rosa Connector Name	Outo Reservoir	Secreta	Product transcription of the control	comparison to the pare earlier, comparison you claim to take young to receive, and any particle transportation control projects when it comes in comparison provided transportation and projects when it comes in comparison or the color of the logithms, 17 the software that puts and validation of control to any particle transportation to get when they receive by the "New Young to the third for the environment can be particle to the project health and welling to be abled to have account to their ofly without being macrosomes in expending the health yourself-indeed public transportation against included of wealing militims of support delines on non-enduration. **Ourself-Conf. Sections reviews.** **Line you that will their their transportation public transportation against included of wealing militims of support public sections and public sections. The public off public transportation and the transport of the public sections and the public sections.** **Line you that will their their transportations are controlled on the public sections.** **Line you that will their their transportations are controlled on the public sections.** **Line you that will their their transportations are controlled on their transportations and their transportations are controlled on their transportations.** **Line you that will their their transportations.** **Line you that will their transportations.** **Line you that will their transportations.** **Line you that will their transportations.** **Line you that will their transportations.** **Line you that will their transportations.** **Line you that you th	See Commune #13 See Commune #18
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10	Relays Rosa Contraction Yesters		Seurce	Public Value (Multim Value (Mu	congestion to the pare entirely compaining to contact the larger dependent on the contact that are presented on the contact that the contact t	See Conserved 4:3 See Conserved 4:3 See Conserved 4:3 See Conserved 4:3 See Conserved 4:3 See Conserved 4:3
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10	Redge Rose Commenter Name Rechalls Relations		Source	Public Value (Multim Value (Mu	congestion to the pare entirely compaining to contact the larger dependent on the contact that are presented on the contact that the contact t	See Consent #3 See Consent #4 See Consent #4 See Consent #4 See Consent #40 See Consent #40
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10	Redge Rose Commenter Name Rechalte Reterroon		Stanto VOII	Public Value (Multim Value (Mu	comparison to the pare entirely comparison by cause that you get to make you get to make you get to the part of th	See Consent #3 See Consent #4 See Consent #4 See Consent #4 See Consent #40 See Consent #40
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2797	Rochelle Robinson		Sound	Public transportation for the property of the	congestion to the pare entirely compaining to update that you git to make you git to enter the part of the pare and program when it comes in the pare enterpolation or the color of the pare and part of the pare and part of the pare and part of the part of the pare and part of the pare and part of the part	Sec Content #3 Sec Content #4 Sec
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2797	Rochelle Robinson		General VOH	Public Vision (Multim	comparison to the pare entirely comparison by cut than the register temperature of the pare entirely comparison or the control to the pare entirely compared to the pare entirely compared to the pare entirely compared to the control the pare entirely compared to the entirely compared to the entirely c	Des Comment #3 Des Comment #4 Des
2797	Rochelle Robinson		Source	Public Variety (Multim Variety	congration to the pare entirely compaining to control to target the control of the pare entirely compared to the pare entirely control to control the control of the pare entirely control of	Des Comment #3 Des Comment #4 Des

					Date Chairman Bugg and Commissioners: Thank you for recognizing that 1-55 through Austin is one of the most congested modes yes generate in the State of Texas. As this seriously outdated readway is often called the Malin Shreat of Texas, at Hexans should self for bodd and decisive and earlier to Paraferine in infrastructure is nearly that will accommodary that will accommodate the respirate and immenses grower was even to paraferine in control structure.	See Comment #6
					Accordingly, I am writing today to express my correlate support for the \$35 capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Rod French. Commercial Examiner Heritage Title Company of acroin for	
					Audit, 17, 1974 the heating influence with the properties of the p	
					introduced and the second of t	
2799	Rod French	2/7/2023	Email	General Support	searing is of you show you have been expensible similar. Please from that we approximately our Services you have been reported your persons of services and the services of the services you have been reported your bearing over a service country gives a retired country and a retired country of the perity required your bearing over a retired country gives with the perity required your perio	
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					Our Chammer Rog and Commissioners: Them you for exceptioning field 150 trivingly Audition is not of the next congested enablesy supposed, in the State of Texas, As this surface, as the state of the second of the State of Texas, as the state of the State of Texas, as the Stat	
2800	Rodolfo Yanez	1/31/2023	MyCapEx Website -	Regional connectivity	I support the creation of a commutar/passienger rail line linking San Antonio and Austin. The only way to relieve congestion on 35 is to remove whicks, not adding more lanes.	See comment #1
			Comment Form			
2801	Rodrigo Malta	2/15/2023	VOH	Do not widen/no build	Please provide entiresive caps over the highway through downtown - lady bird to airport.	See Comment 45
2802	Bryleign Sanchez	2/6/2023	Email	General Support	Please provide delimine scap and the highesy through disturbation—likely bit is support. Dear Chairmen beging and Commissioners: Thanks put for recognizing that 155 Strongly. Audion in one of the most congessed makesy supports in the 20sts of Flosia. As this sericus by addition desidery is offered under the contract of Flosia and Flosia. As this sericus by addition desidery is offered under the contract of Flosia and Flosia. As the sericus desider to be series with an extract of Flosia and Flosia. As the series with a first an extract design that report of the 155 Copy list Egyptia. Central design is a proposed by TCOT. These you for your consideration of this requirement of the series of Flosia and Flosi	See Comment 48
		4,4,232	2		called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infestructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.	
					request Bist. Rodrigo Sanchez	
2803	Roel Dablo	1/23/2023	Email			November connect
2803	Moel Dablo	1/23/2023	Email	Unrelated comment	Good day! I am with Dudge Construction Network; we would like an update on the current status of this project. At your convenience, please answer the following questions or confirm the following project details: Re: NSS Capital Express South. Address, Size: 155 between SH 71,/Sm White Boulevard and SH 45 Southeast. Project URL: https://mg5Scapes.com/projects-overview/south-projects-plans/	Core-dated comment
2804		1/27/2023		General Support		See Comment #S
2804	Roger Borgelt	1/27/2023	MyCapEx Website - Comment Form	General Support	Dier Chairmen Bugg and Commissioners: Thank you for your support to address 155 through Austin in a comprehensive memer. This shorth of highway is notionally resided as the 15th worst for traffic congesion and Set wors in the states 1.55 through Austin in owned used for reprovements on benefit to a remote and Set worse and cost in each select congesion and set worse in the states 1.55 through Austin in owned used for reprovements on benefit the Commission and Set worse and Cost and Set worse on continue to think, while in support of the 1.55 Capital Express Central George are proposed by TOO. The is a public benegorised propert of the Set Cost of course and selection to be remote produced to the Set William Cost and Set Set Set Set Set Set Set Set Set Set	See Comment #8
2805	Roger Borgelt	2/8/2023	MyCapEx Website - Comment Form	General Support	Date Chairman Bugg and Commissioners: Thank you for your support to address 135 through Austin in a comprehensive manner. This should in fightway is nationally resided as the 15th worst for traffic congestion and Set word in the state. 13.50 through Auditin in owner date of the name that current and future medical of a growing region to ensure our local and dates economy our confirma to thinks. I write in support of the 135 Capital Express Central Georgian - proposed by TOIC. This hope for you desired into the same type of the 135 Capital Express Central Georgian - proposed by TOIC. This hope for you desired into the same of the 135 Capital Express Central Georgian - proposed by TOIC. This hope for you desired in the 135 Capital Express Central Georgian - proposed by TOIC. This hope for you desired in the 135 Capital Express Central Georgian - proposed by TOIC. This hope by your desiration to be surrely the 135 Capital Express Central Georgian - proposed by TOIC. This hope by your desiration to be surrely as the 135 Capital Express Central Georgian - proposed by TOIC. This hope by your desiration to be surrely as the 135 Capital Express Central Georgian - proposed by TOIC. This hope by your desiration is the 135 Capital Express Central Georgian - proposed by TOIC. This hope by your desiration to be surrely as the 135 Capital Express Central Georgian - proposed by TOIC. This hope by your desiration is the 135 Capital Express Central Georgian - proposed by TOIC. This hope by your desiration is the 135 Capital Express Central Georgian - proposed by TOIC. This hope by your desiration is the 135 Capital Express Central Georgian - proposed by TOIC. This hope by Your desiration - proposed by TOIC. This hope by Your desiration - proposed by TOIC. This hope by Your desiration - proposed by TOIC. This hope by Your desiration - proposed by TOIC. This hope by Your desiration - proposed by TOIC. This hope by Your desiration - proposed by TOIC. This hope by Your desiration - proposed by TOIC. This hope by Your desiration - p	See Comment #8
			MyCapEx Website - Comment Form		Dear Chairman Bugg and Commissioners: Thank you for your support to address 155 through Austin in a comprehensive marrier. This stretch of highway is nationally ranked as the 15th worst for traffic consistion and 3rd worst in the state. 155 through Austin in a comprehensive marrier.	See Comment 46
2806		3/6/2023		General Support	Succ Courses the gas and Commissioners. If the skip offer year separate to select a State of Section (Audion is a comprehensive manner. This sheeth of highway is surfacedly resided as the 510 to work for traffic congestion and 3rd sweet in the state. 155 through Audion is a controlled for improvements to treat the course Land Audion are needed of a periodic graphic state to transition of Land Audion are controlled to the Section (Audion is a controlled for improvements to transition of Land Audion are controlled to the Section (Audion is a controlled for improvements to the Section of Land Audion is a controlled for improvements the section for the section of the Section of Land Audion is a controlled for improvements the section of the section	
2806	Roger Borgelt	3/6/2023		General Support	And bushness of sensor control has on how measurement or one ordinate entering at control.	
2807	Roger Cauvin			Do not widen/no build	Mobility.55 Program Manager Tommy Azrego. Please choose the 1-to build cyclon and do not expand 1-35 through Central Austin.	Sec Comment #5
				Air quality	Expanding F-35 would only increase vehicle miles traveled and carbon emissions,	See Comment #558
				Latent/induced demand	and it would fail to address mobility challenges due to Indused Demand.	See Comment #18
					Roger Cauvin	
				Community alternatives	Instead, develop options based on the community-proposed vision at Rethink 35.com,	See Comment #4
				Reroute to 130	which calls for transforming the stretch of I-35 into a boolevard, and rerouting through-traffic to SH-130.	See Comment #3
2808	Rohan Jaisimha	3/6/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	See Comment #5
2809	Rohan Jaisimha	3/6/2023	MyCapEx Website -	Do not widen/no build	Expansion of 1-95 is fucking stupid	See Comment 45
		4,4,232	Comment Form			
2810	Rohan Thaper	1/18/2023	Email	General Support	Days Chairman Bust and Commissioners: There you for reconstining that \$35 through Audin is one of the most competed readway segments in the State of Teas, As this seriously conducted roadway is often	See Comment #8
		4.4,	2		Sec Cosmine Bugg and Commissioners Track you for recognising that 155 brough Audits in a word the next composition tracking sequents in this basis of Track. As its services you obtained modes you offer containing that will contain a few final containing that it is contained to the sequent in the basis of Track. As this service you obtained modes you offer containing that it is contained to the sequent in the basis of Track. As this service you offer containing that it is contained to the sequent in the basis of Track. As this service you will ask of Track and the advanced and the sequent in the basis of the basis of Track and the sequent in the sequent in the	
2811	Rohit Upadhya	1/24/2023	MyCapEx Website -	Regional connectivity		Sec connect # 1
2011	Horst Opedrije	1/24/2023	Comment Form	regional connectivity	More highway construction will not solve the problem of traffic. What we need is public transit, especially light rail. The Audin-San Marces-San Antonio would be a great time to invest in and improve commuter rail and integrate with future expansion of intra-city light rail. List us stop being itary and apathwisic, and actually have some ambition and foresight in how we plan our transportation infrastructure for the corning contury, for once.	DAM CONTENTS # 2
2812	Roland Pena	1/16/2023	Email	General Support		See Comment #8
2012	HOLANG PAINA	1/10/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Their you for recognizing that 135 through Audit is one of the most congested readway segments in the State of Teas. As this seriously outsided readway is offered could be filled and decisive action to branchom this critical sent for inflastruction into a mobile yield and accommodate the major and immensar good profession of the required including the sent of the second second second profession and accommodate the read of the second sec	DAM LIGHTMENT #O
2813	Roland Pena	1/16/2023	Email	General Support	Date Chairman Bugg and Commissioners: Takek you for recognizing that 135 through Audin is one of the most completed readway segments in the State of Teass. As this seriously coldiside madesy is often coaled in Nature State (1994) and the State of Teass. As this seriously coldiside madesy is often coaled in Nature State (1994) and the State of Teass. As this seriously coldisided madesy is often coaled in Nature State (1994) and the State of Teass. As this seriously coldisided madesy is often coaled in Nature State (1994) and the State of Teass. As the State of Teass (1994) and the State of Teass. As the State of Teass (1994) and the State of Teass (1994) and the State of Teass. As	See Comment #8
					called the Maint Daviet of Teace, all Teaces shoutch call for tode and decisive action to Transformation Control the Maint Daviet of Teace, all Teaces shoutch call for tode and decisive action to Transformation Control the Maint Daviet of Teace, all Teaces shoutch call for tode and decisive action to Transformation Control the Maint Daviet of Teaces, all Teaces shoutch call for tode and decisive action to Transformation Control the Maint Daviet of Teaces, all Teaces shoutch call for the Maint Daviet of Teaces, all Teaces shoutch call for the Maint Daviet of Teaces, all Teaces shoutch call for the Maint Daviet of Teaces, all Teaces shoutch call for the Maint Daviet of Teaces, all Teaces shoutch call for the Maint Daviet of Teaces, all Teaces shoutch call for the Maint Daviet of Teaces, all Teaces shoutch call for the Maint Daviet of Teaces, all Teaces shoutch call for the Maint Daviet of Teaces, all Teaces shoutch call for the Maint Daviet of Teaces shoutch call for the Maint Daviet of Teaces shoutch call for the Maint Daviet of Teaces shoutch call for the Maint Daviet of Teaces shoutch call for the Maint Daviet of Teaces shoutch call for the Maint Daviet of Teaces shoutch call for the Maint Daviet of Teaces shoutch call for the Maint Daviet of Teaces shoutch call for the Maint Daviet of Teaces shoutch call for the Maint Daviet of Teaces shoutch call for the Maint Daviet of Teaces shoutch call for the Maint Daviet of Teaces shoutch call for the Maint Daviet of Teaces shoutch call for the Maint Daviet of Teaces shoutch call for the Maint Daviet of Teaces shoutch call for the Maint Daviet of Teaces shoutch call for the Maint Daviet of Teaces, and the Maint Daviet of Teaces shoutch call for the Maint Daviet of Teaces shoutch call for the Maint Daviet of Teaces, and the Maint Daviet of Teaces shoutch call for the Maint Daviet of Teaces shoutch call for the Maint Daviet of Teaces shoutch call for the Maint Daviet of Teaces shoutch call for the Maint Daviet of Teaces shoutch call for the Maint Daviet of Teaces shoutch	
***	0				Mobility35 Program Manager Tommy Abrago,	
2014	norman Cortas			Do not wasty no out a	Notices or regular name, are commy variety. Obestrips. I strongly OPPOSE TACOT's plans for I-35 and I OPPOSE expansion. This plan is cheeply flawed and if it is carried out we will all regret it. We need our representatives in government to STOP THIS PLAN, for the future of our city.	DAM LIGHTMENT #D
					The survey of the second of th	
				Community alternatives	Instanct, I support more forward chinning plans like The Rethrik35 proposal. Book, Romain Remain Corlia Remain Corlia	See Commant #4
					Moman Contai	
2815	Romeo temael Gutierrez	Continues	MyCapEx Website - Comment Form	Latent/Induced Demand	1.55 expension plans need to be reconsidered as they will create more demands for roads. Traffic will return to previous levels and pollution will increase. Current plans for podestrian valenage and trible tienes are sufficient and overelations on shringe as the main sendor of transport is harmful not only or an environmental scale to or successormer on as well, not to mention the determinant efficies to the mental and physical wellbeing of the general public as operation be mornating on an installed mental or plans of the design of the superal public as operation be mornating on an installed mental of public public facility as lower before facility to be sufficient for sufficient public facility as lower for the facility and the facility as lower facilities.	See Comment #18
				Regional connectivity	We need rail connections between major cities like the proposed Lone Star rail district. We should be investing in commuter rail during peak hours to help curb pressure noads. We are over-reliant on roads as a state.	See Operment #1
2816	Ron Baker	500,000		Do not widen/no build	It feels like the leadership still has its head buried in the sand, not learning from years of poor traffic planning. I see it on simple projects along 620 and this is appears to be another example of old thinking. Rom Balan	See Comment 45
				Community Alternatives	Re-evaluate the Reconnect Austin or other plans that remove this city blight.	See comment #4
				Regional connectivity	and plan for a future light rail system between Austin and San Antonio.	See Commant #1
2817	Roni Beer			Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	See Comment #5
					MobilitySS Program Manager Tommy Alzneja. Data Stores Sult expending a highway is not giving to make traffic move more equicity, nor will it be safer! We durit want to use an interstable highway to travel through our text. This is terrible for the environment!!! support TSOF, Autor Opcount, and other representatives to State of up for me.	
				Reroute to 130	Utiling 1307	See Commant #3
				Community alternatives	I support the Rethink 35 proposal filters and the Rethink 35 proposal filters (Section 2014)	See Comment 44
					Roni Beer	
				Air quality	The more lanes, the more vehicles, the more pollution, the slower traffic moves. How about better transportation?	See Comment #558
2818	Rose Ann Garza	1/31/2023	Email	General Support	The first war war, the more version, we many pulsars, the lower start clause, the account of any pulsars and the start of	See Comment #8
					culted the Main Street of Texas, all Texas should cult for bold and decisive action to transform this critical stretch of infastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this	
					request. Rose Arm Carza, SPHR, SHRM-SCP: Chief Human Resources Officer Kerbey Lane Cafe Sent from Mail for Windows	
UD.	Commenter Name	Date Received	Source	Topic	Compet	Research
2819	December Thomas	Value rescursos	- Jose -	Do not widen/no build	1 00000 NATE along for 195 and 100005 connection	Properties See Comment # 5
4919				No real wealty/10 build	T OPPOSE TACKT's plane for 135 and 1 OPPOSE expansion. Contri want to sow an intensiskal injusting you far you all you. Legact Tood, Facility Opcounts, and other generalistives to stand up for me. Rossamme Thornfrill Legact Tood, Facility Opcounts, and other generalistives to stand up for me. Rossamme Thornfrill	
					1 Mayers 1 Aud-11, Planter Ling Scholins, mile Green Improvementation to Martin Up 100 MM. PLOMATITIES I TOO PROVIDE TOO PROVI	
1				Air quality/noise	Mobility.35 Program Manager Tommy Abrago, Tam a resident and owner in Cherrywood. My neighborhood is going to be adversely impacted more than any other area with more traffic, pollution, noise. Expanding a highway brings more cars. Traffic needs to be redirected, not increased!	See Comment #34
					To require susception of the register of the r	

			ı	Latent/induced demand	TAOCT's proces in this project is flaved it ignores induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of fneway removals, and its brille modeling is flaved.	See Comment #18
				Reroute to 130	am FOR redesigning another highway such as SH-130 as an interstate, a boulevard going through town, a public transit-first project.	Saa Comment #3
2820	Rosemary DeSantis			Do not wider/no build	Abanish Pagen Masage Temps Agent (and processed the processed that the processed temps are assessed of Code (the processed temps are assessed of Code (the processed temps are assessed to Code (the p	Sau Comment #5
			•	Reroute to 130	To allocidus the unheality effects of policions, pieces add notes alternatives like mask branch series and boses and permit 150 to be an intension that will circumvent the city of Austin. 155 needs to be a houseful and investigations of the incidence to use to twent by foot, this, but not in wish to an intensity team solicion.	Second 13
2821	Roshan Chacko	1/30/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 155 through Austin is one of the most competed readway segments in the State of Texas. At this seriously continued readway is often called the Main Street of Texas, all Texas should call for bid and decisive action to transform this critical stretch of infestructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
2822	Rres I v@rand			General Support	Accordingly, I am writing today to express my complains support for the I-SS Clipital Express Central design as proposed by TxDOT. There's you for your consideration of this request.	Comment of
2822	Hoss Lydrand	2/8/2023	Email	General Support	Due Chairman Bugg and Commissiones. Think you for recognizing that 35 through Austin is one of the most congosion readous pageores in the State of Teas. As this seriously additional readously in other state of the State of Teas. As these is sold used for total and decision as for the State of Teas. As the State of Teas. As the seriously addition readously in other seriously and as a commission than in public additional readously in other seriously in the readously in the readou	Sea Comment #S
2823	Ross Sabolcik	2/10/2023	Email	General Support	have Claims Bug and Commissions. As the Summar Bug and Commissions. As the Summar Bug and Commissions. As the Summar Bug and Commissions. As the Summar Bug and Commissions. As the Summar Bug and S	See Comment 48
2824	Ross Wilson	2/7/2023	Email	General Support	Over Chamman Bugg and Commissioner. The internal to Price operating that 1.5 though hadron is or of the not oragened contains response in the Data of Teau. As this secretary obtained contains or of the not oragened contains response in the Data of Teau. As this secretary obtained contains or of the notion of the Data of Teau. As the secretary obtained contains or of the North Contains of the N	See Contract 85
2825	Rowan Youngs			Do not widen/no build	MobilityS5 Program Manager Tommy Altrago, 1.0990SE TxCOT's plants for 125 expansion.	See Connect 45
				Bike/ped safety	Them lived in our basefulful only for 26 years, and I tonor cassalesis expansion in not the answer. We should instead invest our money into butter patic transposation, more weithafts neighborhoods, and stronger communities.	See Comment #30
				Community alternatives		Sections 44
					Tank IRA Matthis Sprigoal and below we should must our time and money into large-scale, transformative adultions. This large of the Ministra Sprigoal and below we should invest our time and money into large-scale, transformative adultions. This large of the Ministra Sprigoal and below we should invest our time and money into large-scale, transformative adultions.	
2826	Rushil Pingali			Do not widen/no build	Please put this project on hold and consider the Rethink 35 plan. Roals Progsi	Se Commet 45
				Community alternatives	Assemblish Program Manager Tempor (Name) Man	See Connect 64
2827	Russ	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	Rail is needed between Austin and San Antonio: Please add a rainoad. Thanks	See connect #1
2828	Russell Coleman	400,000		Do not widen/no build	Helo TiCOT. Please, do not go through with the plan for the ISS expension. I have lived in Austin all my life. I-35 is the worst part about the city. It is a scar throughout it that separates the east and	See Comment #5
					Amin 2007. Please, do not go through on the sign to the six 35 requires. Then here in her in high 100 to 100 to the reverse and a through 10 to 100 to the reverse and a six of the high control of the reverse and a six of the high control of the reverse and the six of the reverse and the reverse and the reverse and the reverse and the reverse and the reverse and the reverse and the reverse and the reverse and the reverse and the reverse and the reverse and the reverse and the reverse and the reverse and the reverse and the revers	
				Reroute to 130	Tay yet (in particular through the city should be in-moded that \$0.5 12.5 Tailled girth tries to dry any process of the artificat stress. White is one is a way to invidend this support money beared an expension of process of the particular tries. The particular tries is a support of the particular tries is a support of the particular tries. The particular tries is a support of the particular tries is a support of the particular tries is a support of the particular tries. The particular tries is a support of the particular tries is a support of the particular tries. The particular tries is a support of the particular tries is a support of the particular tries. The particular tries is a support of the particular tries is a support of the particular tries. The particular tries is a support of the particular tries is a support of the particular tries. The particular tries is a support of the particular tries is a support of the particular tries. The particular tries is a support of the particular tries is a support of the particular tries. The particular tries is a support of the particular tries is a support of the particular tries. The particular tries is a support of the particular tries is a support of the particular tries. The particular tries is a support of the particular tries is a support of the particular tries is a support of the particular tries. The particular tries is a support of the particular tries is a support of the particular tries is a support of the particular tries is a support of the particular tries is a support of the particular tries is a support of the particular tries is a support of the particular tries is a support of the particular tries is a support of the particular tries is a support of the particular tries is a support of the particular tries is a support of the particular tries is a support of the particular tries is a support of the particular tries is a support of the particular tries is a support of the particular tries is a support of the particular tries is a support of the	50 DOMONTAL \$
				Community alternatives	her you got to take splift for mak strongly providing grounding value alternations to cloning. I have the size a manip to a pain for hard seast, and all these necessary that providing providing grounding value alternations to cloning. I have the size a manage to a pain for hard seast, and all these necessary that providing and once strong and have that providing and have that providing and have the providing and the painting an	See Comment #4
2829	Russell Zotz	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	Facility to make it brown that myself and my family fully support a rail meteral between Sen Actions and Austra. The fulfil between the tors and expectably in the clies favor grant much services to the point that client from 45 min in grant of the control of the client from 45 min in grant from 45 min in grant members and a result, it would be rose to go got on a basin, read for 45 minutes and armine. And not have to any application, client, clientists, purply of got, and on an on. 50 minutes and armine. And not have to	Se connet #1
2830	Rusty Edgar	2/7/2023	Email	General Support	The Channel Begged Commissions. This is no for required that 35 mag habits as of it is not or against active represent in the Star Time. As it is always about a desired to the star to the star to the star Time. As it is always and it is always	See Communi 65
2831	Ruth Burskirk		VOH	Do not widers/no build Reroute to 130	Since trucks are the main traffic planetowns, we should not do the expansion and should innote give trucks a pass on the toll result to keep them off InSS.	See Comment 45 See Comment 43
2832	Ruth Casanez	2/18/2023	VOH	Do not widen/no build	I fishered to Virtual presentation on 2/9/23 & learned that Att 3 is being Severed. That alternative eld close Woodland St & escand Riverside Dr. I occose that cotion, One reason siven for that cotion is to	See Comment #5 See Comment #5
					Named by Visual presention or 3,502 designed to the 35.5 is less in ground by the designed free of the security of the securit	
2833	Ruth Fischer	3/7/2023	VOH	Business/residential displacement	No to removing Neighborhoods for I 35. Think again	See Comment #21
2834	Ruth Jansa		Phy sica !	General information request	When will the construction workers park. Negativity not our registrational streets, MIE Dowl St, Red Rove etc. become major typesiese during construction? Where will all the construction malerial from 2nd deck be put in laundil ? What landids. The noise and pollution from more cars on 155?	General information request -information will ne provided to stakeholder as these details are worked on the project.
2835	Pron Blake		Co mm ent	Water Quality Do not widen/no build	Visious bornels that need to draw at Lady Brd Like and Below Longton to Colorado need to make sure water is "Sean." Need more pedestrian and take bridges once 155 ex. Meelfar area for DOT InCOT. Bit DOOT InCOT.	Se Comment #125 Se Comment #5
2835	Hyan Blake			Do not wider/mo build	Stand on regishrous steady have to endow the to require the through used to keep fully following of through the notion of our regishrousce, deciding the notion that is all regishrousce, deciding the notion that is all regishrousce, and regishrous	Sectionment 65
				Bike/ped safety	I urge you to rethink and consider alternatives that ercourage and facilitate walking, blocking, and transit use.	See Comment #30
				Community alternatives	Tags para melativa and consense sharements that occurage and facilities washing, layoring, and sevent use. All changing para (Table 1) is consisted and understand they arrange and advantage that will not only enable the scale residents affected by this enemous project to bits and wish their neighborhood without delaying the water by the well-level of the level of these cases to be read. Report of the scale of the level of these or to 15 by resulting in fewer case to the read.	See Contrasted 44
				Business/residential displacement	As a resident of 20th 1/2 Sheet with lives a ball mile away from 155 in the Chamycood implication of that will be enormously impedded byto set if forms and businesses from DDDT's proposed 135 experts on the activities a set on the agent and implication property. This is not to set out the set of the critical in accopance of the service and resident of described businesses that service and resident of the critical in accompanied by the service and resident of the critical interval companied by the service and resident of the critical interval companied by the service and resident and resident of the critical interval companied by the service and resident of the critical interval companied by the service and resident of the critical interval businesses that service are critical interval businesses that service are critical interval businesses that service ar	Se Comment #13
2836	Ryan Brooks			Do not wider/no build	Assumption for Engine Manager Entering Design. The proper Manager Entering Design of Engine Manager Entering Design of Engine Manager Entering Design of Engine Manager Entering Manager Entering Design of Entering Entering Entering Design of Entering Entering Entering Entering Entering	Se Connect #5
				Community alternatives	Support moting traffic intended to havel past Audin to go MICIAO audin and not 1990 audin in depart soften 35% reconnectedations on what that alternative, human-centric transportation can be realized. Open Strades	See Comment 64

		1	1	Latent/induced demand	This highesy would further divide audin, generate more health risks, and moreses the amount of maintenance liability the cly, it would also generate more builfic given the known phenomenon of induced Desaund.	See Comment #18
					Demand.	
				Public transit/Multimodal transportation	I support alternative transportation options that focus on moving humans, not moving care.	See Comment #13
2837	Ryan Culver	1/31/2023	MyCapEx Website -	Regional connectivity	Tended lose Rail Transit from San Artonio to Austion	See comment #1
	,		Comment Form	4		
IĎ	Commenter Name	Date Received	Source	Yopic	Comment	Responses
					In, I are member of the Deleved 2 heigh both cod Association and a City of Asidn resident that lives within 2000 of 155 at the interestion at Amyord Bod 1 wanted to make my option become and part of the efficial accord. I are apported for the removal of the support exists with the application of the rightes, but the corner proposal in Sewel and harmful or many season. Like ment the highest expensions, it will see an extend to the proposal in the sewel and harmful or many season. Like ment the place separation, and it was recommended and could be an exist of the proposal in the sew often in regions of the resident in the proposal in the sew often in regions of the review of the regions often from head to fifty to go and reactions and an exist and a sew many of the sewer of the proposal in the sew often in regions of the review of the regions of the review of the proposal in the sew often in regions of the review of the regions of the review of the regions of the resident in the sew often in the proposal for the review of the regions of the resident in the sew of the regions of the review of the resident in the sew of the regions of the review of the resident in the	See Comment #5
					and noise pollution. It trades 10 years of construction impacts and billions of dollars for just a few years of congestion relief. There are other highway options for non-local traffic to go around Austin, and like many Austin residents, I don't want to use an internate highway for my local trips. The Kary Freeway is an environmental and quality of life disaster that does not need to be replicated in Austin.	
					- Keeping the Fermional Rd. connection - to the Delivood 2 neighborhood.	
				Do not widen/no build	Improving the usability of the mixed use path by keeping the paths above ground, at grade, and direct.	
2838	Ryan Holcombe				• • • • • • • • • • • • • • • • • • •	
					- horsasing the number of connections - across the highway in fine with the proposals from the City of Austin and NCNC (North Central I 35 Neighborhood Coalition).	
					•	
				Community alternatives	Interest of 155 expersion, 1 kiloport proposals like those from Motivin-S5 and Recovered Audits Lot's designate a highway that desired by though the heart of Audits, such as 95-130, as an interestals. Lot's regions 155 with a branch and potationism froming Central Street Sevent Sev	See Comment #4
					and stitched. The current 135 is a concrete embodiment of the racial and economic divides of 1930s Austin, and nearly 100 years later, this is a long overdue opportunity to raduce rather than expland those divides.	
2839	Ryan Jacobson	2/7/2023	Email	General Support	Dear Chairman Ruse and Commissioners: Thank our for recognition that LSS through boots is one of the most recognite markers capement, in the Pate of Times, do this continue method is often	See Comment #8
2039		-,-/2023		and displace.	Succidents Regued Commissions. This hyp for recognizing state 155 frough, both is seen of a new congenit analyses separate in the State of time. As the second, pollutal months by the district of the State of times of the State of times of the State of times do not a second in the State of times do not a second in the State of times do not a second in the interest months or second product products are separated in the second in the State of times do not a second in the interest months or second products are second in the second i	
2840	Ryan Johnson			Do not widen/no build	Noted Force: Ingone the proposed expensed of 35 through Audit, and sign 160ft to get to the "bold" abundance. Ingone the proposed expensed of 150 through Audit, and sign 160ft to get to the "bold" abundance. Indeed to 150 of Audit is to land in proposed put another own in 180°T reviews 64°T abund and sign in the bold made with the own and and applic august expensed abundance and evidenmentally anoutainable spraid developments on the fings of the nexts another in 150 of Audit is to land in proposed put another in 150°T abundance and another in 150°T	See Comment #5
					reaction to the State of the Control	
					The other proposed alternatives, including the "preferred" atternative: unnecessarily deathory homes and businesses;	See Comment #21
				Community alternatives	As a filter, Authorite and Fear, 12 age, on the other age filter to desire a great free, and the private plant of the control	See Comment #4
					Thank you,	
			MyCapEx Website - Comment Form		Dear Chairman Bugg and Commissioners: Thank you for your support to address 155 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. 135 through Austin is overdue for	See Comment #8
2841	Ryan Kim	3/6/2023		General support	Improvements to meet the current and future needs of a greeing region to ensure our local and state economy can continue to thrive. Lentia in support of the NSS Capital Express Central design as proposed by "LOOT. Thank you for your dedication to serving the citizens of Tesas.	
2842	Ryan Kompare	3/7/2023	Email	Do not widen/no build	Assential Fragment Manager Inventor design. As on any price of the quality of the design of the des	See Comment #5
					segimenting academics that expanding highways only saver to relieve conglistion in the short term, and worsan problems in the later. Atternative methods of relieving congestion on 135 must be explored rather than a lengthy and expensive expansion. I expect my local representatives to stock up for me and listen to my concerns of false highway expansion projects. Do not form the Scan-Contral Tiesse region into one that is should be podestriated and more relieved to the contral tiesse region into one that is should be podestriated and more relieved to the contral ties and more relieved to the contral ties are region into one that is should be podestriated and more relieved to the contral ties are relieved to the contral ties are region into one that is should be podestriated and more relieved to the contral ties are	
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-55 through Austin is one of the most congested reachway segments in the State of Tesse. As this seriously contributed reachway is often collect the Main Street of Tesse, all Tesses should call for bold and decisive	See Comment #8
					Thank you for recognizing that 1.5.2 through Austin is one of the most conglessed not always againsts in the State of Teas. As this sense confidence containing a common containing a sense and occurrent and occurrent action to brasiform this inclinal state for the containing a c	
2843	Ryan Lang	3/6/2023	Email	General Support		
2844						Sei Comment #1.9
2844	Ryan Lowther			Latent/Induced Demand	Mobility35 Program Marsager Tommy Aznego, If you build more laines, you will create more traffic. It's called Induced Demand.	See Comment #15
				Business/residential displacement	you will also distring homes and businesses on both sides, but mostly dealiny those on the east side, which is already underserved as it is, massive highways aren't supposed to go TRECOCH otive, they're supposed to go TRECOCH them, let's reduced SS through Auditin as a sale, walkable, blastler cross.	See Comment #21
				Do not widen/no build	MobilityS Program Manager Tommy Alreage. (It's actually profit preferance and only the second second for a policy from your constituents and still go through with it. if you go through with the expension plan, it will be very obvious where your preferance land, and choose, doesnot it in pleasing your obstance; Profit Pro	See Comment 45
2845	Ryan Mcconnell	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Atrago, TX, your plans for this highway sepansion are filewed and will neightwely impact the surrounding areas and community. The community was not in consideration for this growth and what will be lost is far more valuable than what will be igained.	See Comment #5
					END this at orice.	
2846	Ryan McLagan	2/8/2023	MyCapEx Website - Comment Form	General Support	Dear Chairman Bugg and Commissioners: Thank you for your support to address i-SS through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for truffic	See Commant #8
					Our Column Bodg and Commissioners Thesis you're gar aspect to selected \$55 month, faults in a comprehensive researc. This should drift play by a selected year seed as the 15th sweet for truffic registration and 5 was for in the 15th Sweet for truffic. Registration and 5 was for in the 15th LS 55 month, fault and in sweeturful or representation in the 15th Sweet for truffic. Registration and 5 was for in the 15th LS 55 month, fault and in sweeturful or representation in the 15th Sweet for truffic. Registration and 5 was proposed by 1500°. Thank you for your decision to severing the others of 15th Sweet for 15th	
2847	Ryan Nill	3/7/2023	MyCapEx Website - Comment Form	Reroute to 130	Interstate traffic does not belong in downtown Austin. We should allow the current i-35 to reach it's useful end of life and remove it and remove it and remove traffic to highway 130.	Sale comment #3
2848	Ryan O'Connor			Do not widen/no build	Mobility25 Program Manager Tommy Abrego,	See Comment #5
					Material Singues Manager Tenney Roscop. The second of the Conference of the Confere	
				Community alternatives	The Metrink35 Proposal is an excitent example of policy that push the needs of the people first, and it is much more likely to address road congestion in our city, I expect TxCOT, Austin City Council, and other representatives to stand up for me and others like me.	See Comment #4
				Business/residential displacement	These plans would ravage a number of vibrant community centers, restaurants, and neighborhoods.	See Comment #21
2849	Ryan Paul	100,000		Do not widen/no build	Ne hoot hoot, I oppise equading LSS.	See Comment #5
				Air quality/noise		Sai Comment #54
				ne quality/noise	Equinion will somen traffic and many other problems, including air, water, and noise pollution; health impacts; healt alked impacts; and creates. I don't waint to browle enound Audion on an intertibile highless, whether in a car or by walking or bity-dring.	
				Bike/ped safety	I want safe, pleasant, and walkable and bisable strees. We need SAF, RELINEE, AFFORDARE and WICESPRAD Public Transportation NOW!	See Comment #30
					Ryan Paul	

					The expansion of 3.5 represents a generational opportunity to correct a historical injustice, to repair the factor of dissertions. and to invest in the factor growth and safety of or capital. Inseed, 1.0071 appears historical products of the factor of products of the factor of products of the factor of products of the factor of products. The expension of 4.55 doubte does not the historical injustices. 3.55 disclosely, in playing to appear growth, and it is desired from historican and commercial programs over. As in all of the discoprision of the safety of the factor of the analysis of the factor of the discoprision of the factor of the discoprision of the factor of the discoprision of the factor of the discoprision o	See Comment 45
				Do not wider/no build	The expension of 135 regressions a generational apportunity to correct a historical repolice, to require the fidors of diseaschess, and its review in the follow great and safely of our capital, breaked, 1007 registed. The fidor of the correct of the fidor of the correct of the fidor of the correct of the fidor of the correct of the correct of the fidor of the correct of the fidor of the correct of the fidor of the correct of the correct of the correct of the fidor of the fidor of the correct of the fidor of the correct of the	
2850	Ryan Puzycki	N/OCORRE	MyCapEx Website - Comment Form			
					It will instead deprine downtown of valuable and eachs to build much reeded housing it will eiden and deepen the scar that severs and seglegates disenteen from East Audit, and it will further tear apart on their fabric that was slowly garding to hand.	See Comment #20
				Bury/turnel	And instead of being a deadly cost center, a new underground toffed I-35 would generate income and reduce congestion through the beauty of market pricing.	See Comment #25
				Latent/Induced Demand	The expansion of 135 is senseless. In:DOT knows from its previous highresy expansion projects—rotably the so-called Katy "Expressway"—that adding more laines will only induce further demand.	Sae Comment # 18;
				Do not widen/no build	Modify35 Program Managar Tommy Abrego, in an ansister of Austor, TX. St. (1970/000 Table 1) January 1970 St. (1970/000 Table 1) January 19	See Comment #5
2851	Ryan Sonnenberg				Land DGL. The Michiel SS proposed, enterligating extribut highway such as \$11.50 as an intendant, a boulever giving through those, or a public trained first proper. 16.00 hy process in this proper is feweric if	See Connect 64
		Our Death of	A	Latent/induced demand	Express behaved, construction reports, perforable mother profession from the east, the follower of animal all highway requirements, the access of flowary removals, and in traffic modeling is flowed. Algebras reportation DOVF work. They consent congestion (see see also this flow for freeze).	See Comment #18
	COMMISSION PLEASE	Date received	305104	Air quality/noise	Contraction Contra	See Comment #34
				Air quarty/noise	are notion and this later politicists, unality, after participations of configurations of processing and the configuration of the confi	DAN LOTTERENT # 3-9
					ar now and sevel printers, selfer, self to separate printers appropriate organization organization and self- spirated 25 years and 25 years and self-spirate an	
2852	Ryan Steglich	2/14/2023	VOH		Name depress the road an much as possible and cap and leave norm for future caps to be added. Minimize right of way takings through the central west. Carecian complicity can prevent the improvement of the highways.	See Comment #21
					Sur Chairman Bagg and Commissioners: These yes for recognising that 135 through Audits in are of the most companie makesy segments in the State of Team. As this services yielded makesy in other Associated, in a remind pulsar of the state o	See Comment AS
2853	Ryan Therrell	2/8/2023	Email			
2854	Ryan Walkem	1/26/2023	MyCapEx Website - Comment Form	General Support	See Channess hage set Commissioners. New york or your longest to advise 3.35 frough cleant in a comprehensive review. This set such of Aligness is activately unlessed as the 15th count for hell of the country of the 15th country of the 15th country or the 15th count	See Comment #8
2855	Rylee Pluta			Do not widen/no build	No TLOOT TLOOT, The proposed project to expand 1.35 will not make walfs flow better or quicker.	See Comment #5
				Latent/induced demand	The two-yell induced Demand states states that for every increase in supply, there is an increase in demand. In Transportation, we call this induced building. The means that for any gain in supply, the aspectly use increased at the same rate. If a city increase it and copyright by 10%, the amount of driving will also increase 10%.	Sec Commert 4:38
				Biks/ped safety	Highway expansion does not improve congression. Additionally, the move towards a walkable city takes a backsead as bitiens and walkers will no longer field safe to use existing designated larvely/addressible. Novel total	See Comment #30
2856	S. Rogers	foriens		Do not widen/no build	The proposed plan of adding additional lares to the already everly conglected 155 corridor in Austin is merely a "band-sid" file at best. Do your homework, stop making excuse after excuse, and fix the proteins. I have fived in Austin since early 2009 and have only seen traffic everses as the excuses continue.	Sua Comment #5
				Laters/Induced Demand	Numerous studies have sittem such an ill-conceived idea will only lead to Induced Demand.	See Comment #28
				Reroute to 130	Consider other more feasible options including manufating \$30 wheeler twicks take alternate modes when thewards noth or south (e.g., using \$150) and encourage other drivers to do likewas while waking toll charges. You have delayed action too large and never authorsping an unachreaded effort of playing conth up. After You has Destrict World and Storm World and Storm Storm and After Storm Assert World And Storm Storm Storm Assert After Storm Assert Assert Storm Storm Storm Assert Assert Storm Storm Assert Assert Storm Storm Assert Assert Storm Storm Assert Assert Storm Storm Assert Assert Storm Assert Assert Storm Storm Assert Assert Storm Assert Assert Storm Assert Assert Storm Assert A	See Contrivient #3
					Challege. So to have distinged actived to one and enterpring are unachresolate after at psying calcular up. Are from a Chaesert Shares Obsert Shares volume.	
				Do not widen/no build	TADOT, I arm a concerned Austinite who is deeply worried about the proposed expansion of ISS. As a someone new resident of Austin, I am committed to doing my part to protect the environment and promote sustainable living, Unfortunately, I do not	See Comment #5
					drive due to a dissolitify and have to rely on public transit. As you can imagine, not driving in a car-centric city, makes me particularly vinderable to the negative effects of this expension. I reprise yet to bline no the vices of the community and rule immediate action to protect the environment and the well being of all residents, particularly those who can evaluate about due to disability. It is time to work together to create a butter	
					date due to a desirably self have trived on profit haved. Anyon can imagine, not driving in a co-centroic or, makes we particularly solvenible to the supprise efficies of this separation. Foreign you so lates to the vocace of the community and take immediate action to profect the environment and the web being of all residents, periodicity those who are solvenible due to disability. It is the town highlight to create a better foreign and the community and take immediate action to profect the environment and the web being of all residents, periodicity those who are solvenible due to disability. It is the town highlight to create a better foreign and the community and take immediate action to profect the environment and the web being of all residents, periodicity those who are solvenible due to disability. It is the town highlight to create a better foreign and the community of the community and the community of	
2857	Sabrina Fuller	\$100,0000			The proposed expension of 35 would cause until dismage to the environment and some air and noise publishs. As a polestrian, I am particularly universible to these hamful effects, and I am wormed that my health will be further compromised as a result of this expension.	See Comment #54
				Public transit/Multimo	Moreover, the proposed expansion will make it even harder for me and other disabled people to get around the city. Austin has worked hard to create a walkable environment that is accessible to all residences, and the expansion of CS will undermine all of these efforts. It is sineably difficult for me to set around the city due to me disability, and this expansion will make it even harder	See Comment #13
					Names, the proposed experience will make a term benefit or must offer decidate person to get consort to stop, but has worked and the count of a whole the proposed experience will be a proceeded to a stop of the process of the count of the process	
					As a concerned resident of Audin, Tesas, who cannot drive due to a disability, I am writing to strongly oppose the proposed expansion of ISS and to unge you to consider sustainable and equitable transportation solutions that work for all residents.	See Comment #5
					Expanding highways like 155 is a shortsighted and unsustainable solution that will not only cause significant damage to the environment but also further restrict the mobility and accessibility of residents like myself. The proposed expansion will only result in increased air and noise polistion, worsen traffic congestion, and make it even harder for those who rely on public trainsit to get around the city.	
					composition in details the set of our statement of the set of the statement of the set of the statement of the set of the statement of the set of the statement of the set of th	
				Do not widen/no build	i impore you to seem to tree voices or the community and take immediate action to protect the enveronment, promote sustainable living, and create a transportation system that works for all Texans, regardless of their ability to drive.	
2858	Satrina Fuller	g-unjaces	VOH			
				Public	Indianal, it ups you to invest in public transit and other sustainable forms of transportation that will benefit all residents, including those who cannot one due to a disability. Explanding public banest will help indice shallful congestion, improve air quality, and make transportation more accessible and affordable for all residents. By promitting sustainable transportation solutions, we can create a more equitable	See Comment #13
				Public transit/Multimo dal transportation	reacut suffic congestion, improve air quality, and make transportation more accessible and affordable for all residents. By prioritizing sustainable transportation solutions, we can create a more equitable and inclusive city that works for everyone.	
2859	Sabrina Heath	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	In from Riscut but have loved in San Antonio for nearly a decided now. My family and I resided love to have a sail system connecting San Antonio and Audit in to make transportation between the two close seasor for gitting (applier without having to drive, expecually with how difficult it can be with the purposal consideration on 13.5.	See comment #1
			Comment Form			
					Mobility33 Program Manager Tommy Abrego, It is DCTRS/REY proven that each additional late on a highway or street only causes more traffic more accidents and worst of all more deaths. In supporting the expansion of the already congested ISS highway with enother lane you will be	See Comment #5
					working on pickide many a business that could increase average income and net work if successful for many constituents and negatively influence the health of so many by costing them skep, important family time, and increasing	
				Do not widen/no build	Procedure will be described for a few minutes of barriers are many owners and puter freedman for many process or to cause process or construction and for the increased long term traffic for the additional larve. It is a few minutes of barriers are minutes of barriers are many days straight for the next ten years of construction and for the increased long term traffic. It is a few minutes of the increased form increased for my increased long or more process. In order or the process of the proces	
2860	Sabrina Rizzo				Maniput Manage Tempo Manage Tem	
				Community afternatives	Passer enrounder the Milhout SS Pinc. I and no less on many other Passers wish for an attenuation to the desembled SS we already deal with. More lakens in more hardle: Passer I lags, oppose this expension as we all sent and pursue a plan like within SS or at least corns similar plan fail would allocate other reades to cause more sear of access and give more opportunity safety and very givinity of our local innes to all oil on combitations.	See Comment 64
2861	Sadie Evans			Do not wider/no build	the ScotTh2CT; Addit is a city of folks who love and appreciate nature. If this is the case, we cannot allow such a billatert ence against our environment to gir forward. This is the first resion I oppose expansion of ISS.	See Comment #5
				Public transit/Multimodal transportation	Bacause of this, 1 believe public transportation should be remoked,	Sec Commert #13
				unisportation		

	1 1			Bike/ped safety	Furthermore, I believe there are more community centric, eco friendly alternatives to address the influx of travelers and transplants to the city, bits larse should be enhanced, and side walls should be safer and more accessible. All of these acts could be put into action in place of an 155 expension as we work together bewerbs a better, cleaner Audit.	See Comment #30
2862	Saffron Brown	3/7/2023	Email	Water quality	I sould like to see a study of water diversion in the event of a flood. Trainly you.	See Comment #125
2863	Sage Flowers	1/24/2023	Email	General Support	Dur Chairman Bugg and Commissioners Thank you for recognizing from 155 through Audits in well fire most composed market great containing segments in the Bus of Thesis. As this warrings updated missassy soften. The containing the Mark Thesis and Thesis and Thesis and Audits of the Standard Thesis and Thesis of Thesis. As this warrings updated missassy soften. The containing the segment of the Bus of Thesis and Audits of Thesis and Audits of Thesis and Thesis of Thesis and Thesis of Thesis and Thesis of Thesis and Thesis of Thesis and Thesis of Thesis and Thesis of Thesis and Thesis of Thesis and Thesis of Thesis and Thesis of Thesis and Thesis of Thesis and Thesis of Thesis and Thesis of Thesis and Thesis of Thesis and Thesis of Thesis and Thesis of Thesis and Thesis of Thesis and Thesis of The	Sec Comment 45
2864	salva khataw	1/18/2023	Email	General Support	Due Chairman Bugg and Commissioners: Their you for recognising that 135 shrough Audin is one of the most companied neukowy segments in the State of Teas. As this seriously outdined neukowy is offer control to the seriously outdined neukowy in offer control to the seriously outdined neukowy in offer control to the seriously outdined neukowy in outdined to the seriously outdined neukowy in outdined to the seriously outdined neukowy in outdined to the seriously outdined neukowy in outdined to the seriously outdined neukowy to outdown outdined neukowy to outdined	Se Comment 4B
2865	Sam Baird	3/7/2023	Email	Do not wider,/no build	Mr IndoorTuboot,	See Comment #5
2865	Sam Baird	3/7/2023	Email		I oppose expanding (35. Expanding (35 set) only contribute to already existing traffic congestion. Research repeatedly documents interstate expansion only improves traffic congestion for five years. During those five years, traffic congestion slowly develops again only leading to more highway expansion, an endiess dog, chasing its tail. When will we ever learn that inter-state highway expansion is not the solution to traffic congestion?	See Comment #5
2866	Sam Cawood	1/30/2023	Email		Our Claimman higg and Commissioners Shark yes for recogning that 135 through Audit is one of the inside congrued reading supports in the State of Texas. As this seriously outsided coaches yes when could not Man Shark and Shark	See Connect 40
2867	Sam Henderson	2/8/2023	Email	General Support	Loc Common bigs and Commonworks: These year for required petal 15 St. Strongs, Ancien is need in fine mode registered notices agreement in the Black of Fleen. As this surround outbook option and common person was an experience of an original petal for the black of	See Comment #8
					Hi My name is Sam Law and I am a recident of E-38th St leaf than a block away from 135 currently. And I want to start my comment by recing that the draft environmental impact statement tables about how the Texas Department of Transportation has been considering this project since the 1980s as Austin has grown and the current-135 becomes more untenable. However, it seems that in the almost 40 years that this has been considered Texas	See Comment #5
				Do not widen/no build	Not your any data fact any exist man a soldier of \$2500 fb to make a beaut as sold for \$1.50 de to make a beaut for \$1.50 de to make	
ID	Commenter Name	Date Received	Source	Topic	Commet	Responses
2868	Sam Law	\$10,000	Voi ce mai I	Reroute to 130	So, tray purposed lessing is the filth with prices about the entirely an extraction of the contract of the con	See Commet #3
					Think there should be further separation between the shared use paths and the proposed shared use paths and the highway I think that the bible lates should be physically separated through some sort of barrier from traffic to improve safety and increase usage, and think that I think that there should be a sound benine all the way slong.	See Commert #30
				Air quality/noise	On concerned that by \$80s setted there's no sound bearins, that convenily there's a list of sound, all each sound convenient about drive in particulars made being publishing, and their high there's feeling a highway through the control of a city exposally highway that has a list of through builfic doesn't make sense and I brish that for suffey of reducing risk of others, moving generative problems, without a list of through builfic doesn't make sense and I brish that for suffey of reducing risk of others, moving generative problems, without a list planty should be removed and count.	See General 834
				Latent/Induced Demand	And an extent of the purpose of the	fac Gammet 4:3
2869	Sam Mayer				Managed Segment Merapy Transp. However, the contract of the co	Sea Comment 45
				Community Alternatives Reroute to 130	Alternative proposals like public transit-first options or the proposal put forth by Rothink35 are better options to the naïve approach of expanding 135. designating 59-130 as an intensitate	See Comment #4 See Comment #3
				Latent/Induced Demand	Austin has the density to benefit from a greater focus on public light rail and other transit plans that will not lead to the same induced Demand that a highway expansion causes.	See Comment #18
2870	Sam Owen	1/26/2023	Email	General Support	The Common big and Commonwers have just for registring fact 15 Strongly facts in see of the reast congraind reading agreement in the State of Fasts. As it is actually continued readings and have been determined for the State of Fasts. As it is actually continued readings and have been determined for the State of Fasts. As it is actually continued readings and the state of Fasts. As it is actually continued and the state of Fasts. As it is actually continued and the state of Fasts. As it is actually continued and the state of Fasts. As it is actually the opening and properties acquaint to the ISS Capital Express Central design as proposed by FOCT. Those, you for paid continued on this section.	See George 49
2871	Sam Swinbank	3/8/2023	MyCapEx Website - Comment Form	General Support	One Common high greet Commonwerse. The Application of Commonwerse is a second of Commonwerse in the Commonw	See Comment 49
			Comment room			
2872	Samantha	1/24/2023	MyCapEx Website - Comment Form	Regional connectivity	Twy interested in real that san down 1-52! I have one child in codings in P. Worth and the other in Austin. I would be so rice to have them use real instead of driving housel if only it could go to Lichtook, as well	Se connect 4.1
2873	Samantha borek		MyCapEx Website - Comment Form	Recial Justice	135 is historically a highway that has suggested the only between white affiuent families of the vest and low income POC in the cost, extending this read in not only perspectualing inequality but destroying what makes a	Se Connect 43
				Do not wider/no build	This is the kind of poor investment in our oily that will destroy it. Studies also show that more highway does not equal traffic elevation, it only makes MORE traffic.	See Commont #5
2874	Samantha Foster			Do not widen/no build	Making35 Program Managar Tomery Jorego. Tappean the TaGOT's plans for 1-35 and 10 PPOSE expansion.	See Commer(4)
2875	Samentha Havnes		MiConfe	Reroute to 130 Caps/deck plazes	Tam for redesignating arother highway such as 54:100 as an intensiate. Please require CNL funding to review no and other reviews. Life's support this highway prepared that 1000T is in the horizones of reacting error are infrastructure than inspeties in	See Connent #3 See Connent #42
2015	Constitute trayints		MyCapEx Website - Comment Form		Please granted CDL for finding to provision appeal with the property finding and provided the property appeal with the property appeal with the property finding the provision of the business of creating more car inflamentation that all SOOT is in the business of creating more car inflamentation that including it advantations. Providing founding for SOOT is the beast that can be done to help offfeet the registerior impacts of an 1.35 expansion.	
2876	Samentha Krause			Latent/Induced Demand Do not widen/no build	Induced Demand will use however many lanes you add fit up. Mobilitied Program Manager Tomms Acresio.	See Comment #35 See Comment #5
					Making 15 Age; to Margary Tromys Recog. For any Section 2014 of the Section 2014 of t	
				Community Alternatives	to support the Minimi-SS proposal and I support amother highway such as SS 1300 as in intendant. Puese consist the righmas enablysis bound throughout floraceand of pages of SS on the IntendSS and Recovered Audity proposals. These are valuable documents that suggest alternations to the current CS expension pine, which has very for the dry and will do nothing to help Auditions with our current traffic was.	Gas Comment #4
2877	Samartha Meyer			Do not widen/no build	Mobility35 Program Manager Tomory Alregis. Issue a Miletime resident of the Audits areas, and a connect resident of Hydar Prick. I oppose TLCOT's plans for 1.35 and specifically I oppose expension of the intendate.	See Comment #5
					I support the Nethrin-35 proposal. I support a plan that gives first thought to public transit, pedestrians, and reducing environmental impact.	See Commont #4
			Į	Latent/Induced Demand	TuDOT's plan for this project has ignored factors such as induced Demand,	See Comment #13

				Air Quality/Noise	construction impacts, puriculate matter pollution from tree wear, the failure of almost all highway expansions, and the accoss of freeway removals. Additionally, its hulfill modeling is flawed. Research has above that highway expansions duri mode, and in fact they make congestion words of Expansions, and mode and explansions from the promoting offers the congestion words of Expansions of the promoting offers the promoting offers the promoting offers the promoting offers the promoting offers the promoting offers the promoting offers the promoting offers the promoting offers of the promoting offers the promoting offers the promoting offers the promoting offers the promoting offers of the promoting offers the promoting offers the promoting offers of the promoting	See Correlant #34
					driving as the only mode of transportation rather than promoting other transportation options (public transit, biking, walking, etc.).	
				Racial justice	This revisant will woman monthly on further reportunitions are visual and another than the second of	See Comment #3
					This project will worsen conditions during construction and women conditions AFTER construction as well, it will more deeply inscribe devisions in Assists and will displace an untenable number of people and toxes because increase between their ordinaries and deplacement. Separat Todiff, Assist Counter, and constructions to stand up their constituents and island to what their constituents wast.	
					Date Channels Budg and Commissioners. The pay four foreign field 15th Strongly Austral is one of the most congested residency agreems in the Stone of Nesse. At this servicely activated residency is often called the Main Strend of Team, all Teams should call for bold and decrease action to be arrived mine or those should be influenced and the State of Strend State of St	See Comment #8
					audion to brandown this critical stellar of infiniatrustive into a readway that will accommodate the rapid and immensa growth we are expeniencing in our great States. Accordingly, I am writing today to express my complete support for the ISS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sameninia Smith	
2878	Sementhe Smith	2/8/2023	Email	General Support		
					Mr 10.00T 10.00T,	See Comment #8
					AN FOOT COCK. The Control Cock of the Coc	
2879	Samantha Smith	3/6/2023	Email	General Support	would also worsen traffic for the many drivers in our city who are already sitting in traffic. I would like alternatives such as reconnect austin to be seriously considered. Thank you for your time. Basi,	
					Sam	
2880	Samuel Baker				MARKINGS Program Manager Timery system. The region is lower region of the Stage Sta	See Comment #5
					As a resident of Texas, I demand that TxDOT dearn bigger, instead of sticking to a project that will cost billions of dollars, lower the quality of life for Austin residents, and fail at its stated objective of reducing congestion! Given the sheer size of this proposed project, it seems that TxDOT has taken the saying "everything is bigger in Texas" for too intentity.	
				Do not widen/no build	So what I then, should be being in it lease? Yirdily, our hearts. This project opposes this notion because it is hearthesis for relegate generations of it learns to a life of constant communing from the away, souch in trait. This is not investible by a proposal encourages this exact phenomena by giving a green gight to Cultiform's eight explained, set of unbass proposal. The proposal encourages this exact phenomena by giving a green gight to Cultiform's eight explained, set of unbass proposal. The proposal exact proposal research proposal away to the proposal exact proposal exact proposal away to the proposal exact proposal exac	
					from a basic sense of community, unable to walk or bike anywhere, and forced to drive expensive machines for the basic necessities of file? Through this proposal, TuDOT is making a grave mistake which will but the city of Austin for decades to corne.	
				Community alternatives	I provide TrOTT to provide this provide and instead resident the fathirist % provided the fathirist. % provided the fathirist % provided the fathirist section of the father and data.	Sau Comment 44
				Community and market	I implies TACOT to reconsider this proposal, and, imbased, consider the Rethink 35 proposal or the proposal to indesignate highway 120 sai 155. In the long-row, these projects would cost far less and do the encod for making Austin the general coy in the world and making fless the best state in the country! A FOOT when the buys and names an begandered "Presupptions" or when these long-row properties when the results of the country! A FOOT when the buys and names an begandered "Presupptions" or when the long-row the supplies Objectment, then I implies it to do betted	
2881	Samuel Comer			Do not widen/no build	In Extend Exact, I can writing the separation to the expension of ricks in careful Audio. It can writing the suppose are opposition to the expension of ricks in careful Audio. It can writing the suppose are opposition to the expension of ricks in careful Audio. It can writing the supposition to the expension of description, Audio the Audio Section Section of Section Se	See Corresent #5
					Having a highway run through the middle of doembown Austin has always been a terrible idea and even more so today now that these are some of the most highly valuable lots in the entire city. Highways that run through urbain areas cause temendous barriers to transportation across cities whether in car, but, bike or on foot and the plans to expand H35 do not adequately address these alternate	
					mobility needs. I want to see safe, walkable and bewastle streets in the heart of our CRy that promote local culture and economic uses, not a polluted deadstons.	
				Community alternatives	I ask that the alternatives to the expansion of this highway brought forward by Rethies 35 and Recconect Austin be fully studied and implemented as an alternative to this backwards expansion of IH35.	See Comment #4
2882	Samuel Ferwick	2/23/2023	Email	Caps/deck plazas	Ne TAGOT TAGOT. Please up part of stitch till be Kryde Warren in Dallasi	See Correnant #42
					Plaise cap and stitch like Klyde Warren in Datias!	
2883	Samuel Ferwick	3/3/2023	Email	Caps/deck plazas	Mr hoo't hoo't, Plasse cap 1551	Sau Comment #42
2884	Samuel Haas	1/20/2023	MyCapEx Website - Comment Form	Regional connectivity	Highway expension is only effective when paired with alternative forms of hasaporation. This is a well researched and documented topic going back nearly is century now. Please atto repeating the ministakes of our parents and grandparents. Commuter call needs to be implemented between Auctin and San Antonios. There once wea a proposal for the Lone Star Rail project, please nervie these plans and give us Teams options.	Sw Commert #1
2884 2885	Samuel Heas Samuel Heinz	1/20/2023		Regional connectivity Regional connectivity		No Connect 4.1
			MyCapEx Website - Comment Form MyCapEx Website - Comment Form		Inflying systems and photics and present an inventor from a discountable. This is a reflected and discountable to discountable top grappeds and yet a series yet. In the present of the pr	
					Head the ToOT to course again Spent on the Schemer See Annual Audit. I exist due the ToOT to replanent highway notice emigration basiness for residential areas next to highways. Treas publicion is designing and should be considered in all highway designs. Comment	Ton processed #1
		1/31/2023	MyCapEx Website - Comment Form		I result like 150°T to create a high tipsed and like between Sear Antonia. I would also like 1500°T to replanment highways notes militagetion becomes for receivantal areas need to highways. Nazar publics in advanging and inhorat the consistence in all highway designs. Comment Com	
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2885 ID	Samual Heinz Commanter Nume	1/31/2023 Date Received	MyCapEx Website - Comment Form Source	Regional connectually Trigate	I result like 150°T to create a high tipsed and like between Sear Antonia. I would also like 1500°T to replanment highways notes militagetion becomes for receivantal areas need to highways. Nazar publics in advanging and inhorat the consistence in all highway designs. Comment Com	fine processed #1
2885 ID	Samual Heinz Commanter Nume	1/31/2023 Date Received	MyCapEx Website - Comment Form Source	Regional connectually Trigate	sould like TGCT to revoke a light specifical line between Saw Antonia and Audits. I would also like TGCT to implement highways notice entitigation between for residential areas and to highways. Notice outliness and a second second second line of highways. Notice outliness and the highway of the control of the second second second second line of highways. Notice outliness and the highways of the second sec	fine processed #1
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2885 ID	Samual Heinz Commanter Nume	1/31/2023 Date Received	MyCapEx Website - Comment Form Source	Regional connectivity Train Train Community Alternations	reads that EOT to remark high speed are the thinware than Antonia and Audio. 1 would also be EOT to replacement highways make emigration burners for residential areas and to highways. These publics on designing and should be considered in all highways designed. An IS Copyris Express Central, The IS Copyris Express Central, Charle To immorrated integers Statement. The IS Copyris Express Central, Charle To immorrated integers Statement. The IS Copyris Express Central, Charle To immorrated integers Statement. The IS Copyris Express Central, Charle To immorrated integers Statement. The IS Copyris Express Central, Charle To immorrate integers Statement. The AST Expressions in the EDE Consideration, Design Express. The AST Expressions involved in the Integers Statement can be a strongly statement of the test attempt to consider the lates of meaningfully considering meaningful alternations in the EDE process, including the solid your stress of the Integers of the Integer Statement of the Integers of the Integer Statement of the Integers of the Integer Statement of the Integer Statement of the Integer Statement of the Integer Statement of the Integer Statement of the Integer Statement of Integer Statement of the Integer Statement of Integer Statemen	Ton processed #1
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2885 ID	Samual Heinz Commanter Nume	1/31/2023 Date Received	MyCapEx Website - Comment Form Source	Regional connectivity Traje: Community Afternations Community Afternations	Install that EOST as reason a high speed real tim between the Antonian data. I resuld also take ADDT to replacement highways make emitigation barriers for residented areas each to highways. These publics on designing and should be considered in all highways designed. The SE Signate Express Central, Charles Trainment Singuist Express Central, Charles Trainment Singuist Express Central, Charles Trainment Singuist Express Central, Charles Trainment Singuist Express Central, Charles Trainment Singuist Express Central, Charles Trainment Singuist Express Central, Charles Trainment Singuist Express Central, Charles Trainment Singuist Express Central, Charles Trainment Singuist Express Central, Charles Trainment Singuist Express Central, Charles Trainment Singuist Express Central Charles Trainment Singuist Express Central Charles Trainment Singuist Ce	The contract #1 The Contract #1 The Contract #1 The Contract #1
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				Air quality/noise	Making35 Program Managar Tramsy Managa, Tan Tomary Managar Tramsy Managar Tramsy Managar Tan Tomary Managar Managar Managar Tan Tomary Managar Managar Tan Tomary Managar Tan Tomary Managar Tan Tomary Managar Tan Tomary Tan Managar Tan	Sea Comment #34
2890	Sandra McCallum			Buryturnel		Sa Connect #25
2890	Sandra McCallum	3/3/2023	Email	Bury/tunnel	The contractive would that have at the last contractive for the contractive for the contractive of the contr	So Comment 425
2891	Sandy Dochen	3/2/2023	VOH	General Support	Active of the Action feet Newton's Opportunity, I regar and approximate year prompt and extracted separated of their 25 improvements from the Propose of this immorthy all of course for commenced, and we can expend on the Propose of their propos	San Comment 48
2892	Sandy Hentges Guzman	3/1/2023	VOH	Genéral Support	This project has been disciden the making 1x00T has made many changes over the years to meet the concerns of the community as well as taking time to equire introvelve corcepts to enhance mobility. I support this privates alternative. South Privages Quanter	Sec Connect #8
			MyCapEx Website - Comment Form		Date Chairman Bugg and Commissioners: Thate is not your supports to address SS Shrough Audin in a comprehensive manner. This short of highery is noticedly invaded as the 15th worst for halfs: congestion and 3rd worst in the state. 135 through Audin is a comprehensive manner. The short invaded is not short to be short of the state of the sta	See Connect #S
2893	Sania Shifferd	3/8/2023		General Support	Aux Chamma higg and Commissioners. In this pile for pursuing the action 15 forming Austin in a comprehensive manner. This sherted of highway is notionally residued as the 15th worst for traffic congestion and 3nd worst in the about 155 frough Austin is a weerbar for improvements to breat the covered and future review and any against a great post and and data economy can continue to thrick. The proper proper proper proper proper proper properties of the pro	
2894	Santos Cruz	3/7/2023	Email	Do not widen/no build	Material Shapes Manage Transp Manage. Through Shapes I Shapes Manage Transp Manage. In the Material Ma	See Comment #S
2895	Sana Bange	3/7/2023	VOH	Do not widen/no build	I select to be able to not rely on my our to get to places around the day. Fin in my 30s and plan to live here for the rest of my life. I want our day to focus on audianable growth and that down not include the expension of highways and displacing businesses and home.	Sea Connect et S
2896	Sara E Orozco	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	A commuter rail system between Austin and San Antonio would ease traffic and have second and that order effect economic benefits. I strongly support this initiative.	Sea comment #1
2897	Sara Ibarra	2/7/2023	Erreit	General Support	Date Chairment Bugg and Commissioners: There you for recognizing that 355 brough Audits in one of the most congulate readway suggests in the State of Texas. As this surroundy addited readway is offer an extra of the format of the state of the state of Texas. As this surroundy addited readway is offer and contributed in the state of the state	See Connect 46
					Accordingly, I am writing body to express my complete support on the 155 Cupilat Express Central diseign as proposed by ECOT. That as you to your consideration of this request. Had adversely strongly that eliminating that enforming 1,55 to add POV lames in a territor pairs. It will force income people to suffer that as you of forces aren to businesses without sidesing the territor pairs and application of the support of the suffer that the support of the suffer that is not to be a suffer that are not businesses without sidesing the territor force and the support of the suffer that is not to be a suffer that are not became and the support of the suffer that is not to be a support of the suffer that is not to be a suffer that is not to be a support of the suffer that is not to be a suffer that is not to be a support of the support of the suffer that is not to be a support of the support of the suffer that is not to be a suffer that is not to be a support of the suffer that is not to	Sau Connect #5
2898	Sara Merrell	1/4/2023	Email	Do not widen/no build	And the demands recognition of the demands recognition of the demands of the dema	
2899	Sara Roman	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	with the times given to a single from the contract of the cont	See connect £1
					MobilityS Program Manager Tommy Alengo, Ten name in Standards Insist a resident of the Waterwark existinctorous of Standard Austin	Sau Comment #5
2900	Sarabeth Lewis			Do not widen/no build	Name (15 Angel to Markey Tremp's Region (15 Angel 15 Ange	
				Community Alternatives	Tam FOR the Rethin35 proposal	See Comment 44
2901	Sarah Andersen	2/10/2023	Errait	Reroute to 130 Do not widen/no build	redesignating another highway such as 54:130 as an interestate, a boulevard going through bown, or a public transit find project. Please choose not to bright the 135 examination. It was right next to the highway, and this would destroy my existing bright and to be redesigned to the project of the construction would also make from there a limit nightness while it was	Sec Comment #3 Sec Comment #5
					Passe that and to beld the LSS expenses. The right must be in higher, and the valid deathy on registration. The construction round attenues bring here a bring registrate while that largering the reflect would be brown without the lyst byte in higher account of the just be required to the largering than reflect which is brown without the largering than reflect to t	
2902	Sarah Arvey	2/9/2023	Phy sica I Co	Do not widen/no build	film not wort this project to happen. We do not need to insect in more larms on 135. We need before four-efforward adultions. I cannot before we are hearing this convenation. Please do not let this happen.	Sec Connect #S
2903	Sarah Beck			Do not widen/no build	Moting Share Monage Transp Region (Freely Region Control (Freel) (Freel Region Control (Soc Contract #5
			-	Latent/Induced Demand	It encourages more driving and worsens congestion,	Sau Comment #18
				Public transit/Multimo dal	Public trainst systems are a much more worthwhite investment. My social cricks and I do not use 135 for local trainst. A highway expansion close not support local residents, it makes it harder for us to get to work and takes space away from more conductors amendes and given spaces. Thank you.	See Comment #13
				transportation Air quality/noise	as well as causes significant air, water, and noise pollution, all of which disproportionability impact low income communities and people of color.	See Comment #34
ID 2904	Commenter Name Sarah Beck	Date Received	Source MyCapEx Website - Comment Form	Yopic Do not widen/no build	Comment Hi, I am a resident in Theiris Courty, Pissale don't procede with the proposed 155 expansion. Author is similarly furning this a concrete species and expansing lighways down't work. If if which disproportionality impact the income communities and people of calce.	Responses Sais Commant #5
			Comment Form	Latent/Induced Demand		Sac Comment #13
				Air Quality/Noise	This proposal is not inclusive and not future thinking it is a temporary quick fit that is going to lead to more and larger problems. It accourages more driving and womens congestion, as well as causes significant air, water, and noise poliution,	Sac Corrent #25 Sac Corrent #34
			1	Public transit/Multimo	Robit trainst systems are a much more worthwhile investment. My social circles and i do not use 155 for local trainst. A highway expansion does not support local residents, it makes it heater for us to get to work and takes space away from now conductor a mentities and given spaces.	San Comment #13
				dal transportation	Thesis year. Search Back	
2905	Sarah Bentley	\$30,000		Do not widen/no build	I appose expanding 635.	Sau Comment #5
				Latent/Induced Demand	To TuCOT TuCOT, Halls, twork on self-condes to school initiatives and we know from the data that more lanes means more traffic and less self-conditions for everyons, especially those most valuerable.	See Comment #18
					Not only would expansion worsen traffic, but it will lead to more problems including air, water, and noise pollution; health impacts; heat siland impacts; and orashes.	See Comment #34
				Public transit/Multimodal transportation	This project will discourage waiting and bicycling and breast use. Mide publishing highways through town are not what I want for Auditi. I wait safe, pleasant, and washable and biseable streets.	See Comment #13
2906	Sarah Brooks		MyCapEx Website - Comment Form	Air Quality/Climate Change	Please consider carefully the incredible opportunity to improve transportation and lessen the negatives of 1.35 in Austin and Texas by doing the following: (2) more environmental studies of air quality	See Comment 418
					Asset consolic candulity the investibles appartunity to improve harmogeneous and issues the reagations of 135 in Austin and Teas by doing the following: (1) now an investment disclose of an equility (2) represed and the control of the control o	

				Multimodal transportation	The States for a point to report the registery or given, was points have below the second of a point of the second	Sao Correnent #20
					improve on what we have, not just keep putting lipstick on the pig. Thanks for rending and 1 hope you do consider thrising jetoch how much batter you could make all of our lives.	
2907	Sarah Caine	1/19/2023	MyCapEx Website - Comment Form	Regional connectivity	We need high speed rail, not more laines of traffic. Expanding 135 without better infrastructure for non-car modes of trains will only delay the inevitable cluster of traffic. At the very least, the Lone Stair Rail between San Antonio and Austin should have regular service throughout the day and all week.	See comment #1
			Comment Form		between San Anterso and Austin should have regular service throughout the day and all week.	
					Mobility55 Program Maragor Tommy Abrogo,	See Comment #18
					Making 55 Angues Manage Framery Angue. The Bear State State of the Stat	
					internation in the figures positing this heart of the city — ospanid \$8 Billion to expedit with a figure with a property of the city of th	
					would be better to incentivize long-distance drivers to take atternate crosse, like 183, that avoid the downtown area. In particular, I was disappointed to see the very limited evaluation of air pollution impacts of the 155 operation plan. Although Austin meets federal regulations for fine particulate matter air pollution (PAC.5) measured at the two monitoring in particular, and the particulate matter air pollution (PAC.5) measured at the two monitoring in particular matter air pollution (PAC.5) measured at the two monitoring in particular matter air pollution (PAC.5) measured at the two monitoring in particular matter air pollution (PAC.5) measured at the two monitoring in particular matter air pollution (PAC.5) measured at the two monitoring in particular matter air pollution (PAC.5) measured at the two monitoring in particular matter air pollution (PAC.5) measured at the two monitoring in particular matter air pollution (PAC.5) measured at the two monitoring in particular matter air pollution (PAC.5) measured at the two monitoring in particular matter air pollution (PAC.5) measured at the two monitoring in particular matter air pollution (PAC.5) measured at the two monitoring in particular matter air pollution (PAC.5) measured at the two monitoring in particular matter air pollution (PAC.5) measured at the two monitoring in particular matter air pollution (PAC.5) measured at the two monitoring in particular matter air pollution (PAC.5) measured at the two monitoring in particular matter air pollution (PAC.5) measured at the two monitoring in particular matter air pollution (PAC.5) measured at the two monitoring in particular matter air pollution (PAC.5) measured at the two monitoring in particular matter air pollution (PAC.5) measured at the two monitoring in particular matter air pollution (PAC.5) measured at the two monitoring in particular matter air pollution (PAC.5) measured at the two monitoring in particular matter air pollution (PAC.5) measured at the two monitoring in particular matter air pollutio	
2908	Sarah Chambliss	3/7/2023	Email	Air Quality/Climate Change	she is coated distant from the highway, concentrations along 155 are likely much higher, And, importantly, there is no safe level of PM2.5 Any increases will have detrimental health effects for those living enair the highway, and increasing the another of livings contained and read in higher value of traffic than under of training and of traffic than under of training and of traffic than under of training and training	
	Janan Crambias	4,7,222	Lines	4	dispose facilities, exposing states and particularity vulnerable population) to a range of traffic related air pollutants including black carbon monators of nitrogen (No. NO2, NOs, fine and coarse particulate matter, and	
					the only air pollutant evaluated in the invercemental impact assessment was carbon monodor. The evaluation of an obscurate group of voluntarities or marginalized communities. That is simply insufficient, either the requisit of the city council to incide or engine monitoring of professions, including PM25, near 153 and around construction address, as a reconstruction address, as a feedback or sufficient system to protect the health of Austin resident of Austin Resident of Austin Resident of Austin Resident of Austin Resident of Austin Resident of Austin Resident of Austin Resident of Austin Resident of Austin Resident of Austin Resident of Austin Resident of Austin Resid	
					I hope my concerns are taken seriously in the next planning stage.	
2909	Sarah Cheatham			East/West Connectivity	MobilitySS Program Manager Tommy Atrego,	See Comment #20
					Makes (Sp. Projection Makes) (Family Orders). The less that the art is ferring a family orders). The less that the art is ferring a family orders or the second control of the separation (Family orders) (Family orders). The entire orders or the less that the art ferring orders or the second control orders orders orders order orders order orders order orders order orders orders orders order orders orders order orders order orders order orders order orders order orders order orders order orders order orders order orders order orders order orders order orders order order orders order order orders order order orders order order orders order orders order orders order order orders order order orders order orders order order orders order order orders order order orders order order order order orders order order orders order order order order order order order order order order order order order	
					35 has instrictively divide the east side and the west side. I would fow for it to be scaled down immersely and we could join west Austin and become part of central. 89 has foreignessed, and the west side. I would fow for it to be scaled down immersely and we could join west Austin and become part of central.	
					school, go to work or the grocery I will need to cross a 20 lane hey. This project kill our downtown scene and destroy our neighborhood.	
				Community alternatives	Please consider infing the toti on th 30, making 35 a boulevand and connecting back to 35 south of town. Thank you for your consideration	See Comment #4
					Thank you for your consideration	
2910	Sarah Dieringer			Do not widen/no build	MobilitidS Program Manager Tomes Abreso.	See Comment 45
					Mobility35 Program Manager Tommy Arrago. Lam a readered of the Justin was and work in south Austin. 109/05E PuDIT's plans for 135 and 109/05E expansion. Aginess opening on the Austin was and work in south Austin. 109/05E PuDIT's plans for 135 and 109/05E expansion. Aginess opening on the Austin was and work in south Austin. 109/05E PuDIT's plans for 135 and 109/05E expansion. Aginess opening of the Austin was and work in the Austin Town of the Austin Company of the Austin Com	
					Highway expensions both it work. They sometic congestion (as we see with the Ausy Presence), air notes and water postution, servey, and prespectation options begond driving. 10 years or construction for just in two years or congestion results as Not worth it.	
					Righow generations 0.001 work. They were completed job as as we with the King Treeway, air noise and water pollutions, safely, and transportation options beyond driving, 25 years of combruction for just a few years of competion related is NOT south as in transportation for price of the combruction	
				Community Alternatives	I am FOR: The Retherd SE proposal,	See Comment #4
				Reroute to 130	redokighading another highway such as SH 130 as an interstate, a boulevand going through town	See Comment 4 3
				Latent/Induced Demand	I also believe that the toil roads if made public would help relieve the congestion along the 35 comfort. Once the road is paid off just make it a public road. ThDOT's process in this project is flawed: It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway	See Comment #18
					nemousls, and its traffic modeling is flared.	
			-	Public transit/Multimodal transportation	a public transit first project.	See Comment #13
				transportation		
2911	Sarah E. Campbell	3/7/2023	Email	Reroute to 130	My comments apply to the entire Audin Express project. Nat T-COT considered a multi-month trial of routing through traffic that does not need to also in Audin or need to access Certrial Audin to \$9.1 1207 Yee, the talks would have to be supercised or paid by 1/COT or of three. 501, such a bit might show that 1.55 downers to be apprecised or paid by 1/COT or of three. 501, such a bit might show that 1.55 downers and all the experised or needs of the experised for r. 6 95 1.30 were to become the 19-35 bypas or main confort, leaving the current I- 5.0 Strough Audin as the Busines Blows. All three may be for 100 first of the way supposult part of better for the professor day by providents. Long may be reconstricted in part or the propertious of by providents. The providents of the provident of the provident of the provident of the provident of the provident of the provident of the providents. The provident of the provident of the provident of the provident of the provident of the providents. The providents of the providents of	See comment #3
					35 through Austin as the Business Results. All the money that TxDOT has for its very unpopular (and totally traditional, boring and proven ineffective) plans for this project could go toward retiring the debt on SH 130. It seems like irresponsible naturalists for any which this Can war exalise? Thesis very exalise? Thesis very exalise? Thesis very	
					planning to not do this. Can you explain? Thank you. p.S. Please close Woodland Ave I	
2912	Sarah Esseriieu	1/19/2023	MyCapEx Website - Comment Form	Regional connectivity	Highway expansion can only accommodate so much. TuDO's should consider rail options connecting TX major cities including reviving the Lone Star Rail proposal to connect San Antonio and Austin to provide efficient, low-emission options for Teams to move between the metros.	See comment #1
			Comment Form		efficient, low-emission options for Yearns to move between the metros.	
2913	Sarah Fitzgerald	2/9/2023		Do not widen/no build		Sw Comment #5
2913	Senah Fitzgerald	2/9/2023	Physica	Do not widen/no build	times. Elempt qualities with inches with the second inches and the second inches and the second inches and the second inches and inches an inches and inch	See Comment #D
			Co		there by, of the monatoristy that is 1-55. I appreciate that this project is adding some pedestrian improvements but I worry that it is just bringing more traffic to a corridor that has too marry people keep moving here, and without any reasonable attendance that don't involve during, I don't see how any additional lanes—even HDV creat—will improve travel times like.	
			mm ent		alone the experience of those who don't want to drive. Please don't spend \$5.8 to make traffic worse.	
2914	Sarah Galloway			Do not widen/no build	Mobility35 Program Manager Tommy Abrego. The expansion of 1-35 would not benefit our continuity in any way, I am very opposed to the expansion of 5-35.	See Comment #5
					The expansion or K30 MOUSE INC. Certain Correcting in any way, Fath very opposed to the expansion or K30.	
			-	Public transit/Multimodal	There is a large need for improvement in our public trainst system and that would be the best way to improve trainsportation in our obj.	See Comment #33
				Public transit/Multimodal transportation		
				Air quality/noise	and would make pollution (chemical, sound, and light) far worse in Austin.	See Comment #34
2915	Sarah Gerson	200,000		Do not widen/no build	This project will directly contribute to Austin lesing its charm and magic. Please do NOT expand 35	See Comment #5
	1	1	İ	Bike/ped safety	Mt TxDOT TxDOT, This project will discourage walking and bicycling and transit use.	See Comment #30
	1				to the production of the management of the production of the produ	
2916	Sarah Harbert			Do not widen/no build	Mobility55 Program Maragor Tommy Abrogo,	See Comment 45
					MobilitySS Program Manager Tommy Abragio. Please socks to make a safer and more equitable Austin by not expanding 35.	
				Bike/ped safety	I am a resident of Austin, 35 runs less than a mile from my home. There are people, there are businesses, there are schools, all closer to the freeway than my home. Expanding 35 will only encourage recibies driving that has been more and more common in Austin, putting people at risk.	See Comment #30
2917	Sarah Jeter			Latent/Induced Demand	ModifySS Program Marager Tommy Azrego, Holio,	See Comment #19
1	1				Passo, Wy name is Sansh and I am an austin resident. I am so proud to call this city my home, but disappointed my representatives are considering an expansion that ignores the facts. It ignores induced Demand, construction impacts,	
1	1	1			Names is Surais and I am an austin resident. I am so proud to sail this city my home, but disappointed my representatives are considering an expension that ignores the facts. It ignores induced Demand, construction impacts, It is given be failured at immed at other inflying expensions is to say "**" you." be Austin residents. We need better transportation scalations, like more resources to the bia spotters, high speed trains, etc. Please make me proud to live here, not disapported in the inderentity.	
	1					
	1	1	L			
	1	1	ſ	Air Quality/Noise	pollution from tire wear, and the failure of almost all highway expansions.	See Comment #34
2918	Sarah Jo Wagner	1/20/2023	MyCapEx Website -	Regional connectivity	I'm writing to ask that TXDDT not expand 155 and inclosed review the Love-Star Mail proposal. Evidence shows that expansion of highways dose not discreased traffic and congestion, and is a highly expansive venture with no review. It provides trained, brighted a relievely will discrease traffic and polision and can act as a means to increase funds evaluable for future trained projects through tricks takes. There you for your time and support.	See Comment #1
					man course assessment on value a manus profession according course assess, comes both on a plant stream part on plant stream part on plant stream part on plant stream part on plant stream part of pl	
2919	Sarah K Warnke	1/27/2023	Email	General Support	Dear Chairman Bugg and Commissionars: Thank you for recognizing that 135 through Azadin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often called the Main Shreet of Texas, all Texams should call for bold and decise action to transform this critical sheets of insistruction into a readway that will accommodate the rispot and immensis growth we are experiencing in our great State.	See Comment #8
1	1	1			called the Main Steet of Teas, all Teams should call for bold and decisive action to transform this critical stretch of infrastructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great Stans. Accordingly, I am writing today to express my complete support for the 155 Capital Express Central design as proposed by TuCOT. There's you for your consideration of this request. —	
1	1	1			request. —	
2920	Sarah Larocca			East/West Connectivity	Mr TxDOT TxDOT, You all already are doing so much clamage on Oak Hill. I oppose expanding \$35. East-west crossings should be at least every \$1/4 mile.	See Comment #20
			1	Lower Speed Limits	All non-high speed readways in Austin should be designed for 25mph and be safe for all read users.	See Comment #395
				Air Quality/Noise	Expension will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; held sidend impacts; and casehes, I don't want to travel around Assist on an interstate highway, whether in a car or by waiting or tipicing. I want safe, pleasant, and waitable and bleable streets.	See Comment #34
					highway, whether in a car or by walking or biopoling. I want safe, pleasaint, and walkable and bikeable streets.	
				Community Alternatives		See Comment # 4
				Community Atternatives	I want community alternatives to expansion, including Reconnect Austin and Rethrisk 35, to be fully studied. I was a connected city which feets safe for those not in cars. Thank you for your consideration,	
2921	Serah London	3/7/2023	Email	Do not widen/no build	Mobility\$5 Program Marager Tommy Abrego,	See Comment #5
	1				Mobility Singuin Manager Tommy Margo. This phase genations Confered Town Pertigo (in Section Pertigo). This phase genations Confered Town Pertigo (in Section Pertigo). This phase genations Confered Town Pertigo (in Section Pertigo). The phase genations Confered Town Pertigo (in Section Pertigo). The phase genations Confered Town Pertigo (in Section Pertigo). The phase genations Confered Town Pertigo (in Section Pertigo). The phase genations Confered Town Pertigo (in Section Pertigo). The phase genations Confered Town Pertigo (in Section Pertigo). The phase genation (in Section Pertigo). The phase generated (in Section Pertigo). The phase generated (in Section Pertigo). The phase generated (in Section Pertigo). The phase generated (in Section Pertigo). The phase generated (in Section Pertigo). The phase generated (in Section Pertigo). The phase generated (in Section Pertigo). The phase generated (in Section Pertigo). The phase generated (in Section Pertigo). The phase generated (in Section Pertigo). The	
	1	1			I don't want to use an intentable highway for my local brigs. I would it as it is, and over you have dose as welf Expending it is only going to caree out the MIDDLE OF THE CITY, to make space on a highway for people who are travelling THEOLOGH association, and cause further displacement of those who already live and work here. Legical TAGOTA, Justics City Council, and other representatives to blasted up for mis.	
	1	1			I sepect TXCOT, Austin City Councit, and other representatives to stand up for me.	
10	Commenter Name	Date Orania	0	Yests		
ID.	Constrainter Name	Date Necessed	SOCION	répre		Propiones

2922						
	Sarah Luck			Do not widen/no build	MobilitySS Program Marager Tommy Abrego, 1am a resident of Cherrywood in Austin, TX	See Comment #5
					OFFICE EACH plant for 1.55 and 1970/05 experience. An interest of angain to high poly for both plant for manying of the synthic on 1.55 is the synthic tas the 2.55 carried year of poly for both plant for manying of the synthy of the synthic tas the 2.55 carried year of both plant for the follow of the poly for poly for poly for for the follow of the	
					It's the 21st century and whatever the outcome of 155. It's girts to impact the city long after I am gone. We need to plan for the fully might and not just play "catch-up" highway expensions do not alleviate traffic. They only bring more writin. Lat's put as secole first. Whow the thrus traffic to the outsiders. Show principles is for the outsiders in Secondaries 1.55 outside in 55 expensions for 155 expensions for 155 expensions.	
					•	
				Air Quality/Noise	bringing with it all kinds of pollution, unsafe conditions, unsafe to an an analysis of all, dividing our city,	See Constraint #34
				Reroute to 130	This traffic should be diverted around this great city instead of cutting through it,	See Comment #3
				Community Alternatives	Let Austin recomment half and heal the scar of 135. I'm in favor of a local boulevard in place of 135.	Sec Comment #4
					A place that offers more of what could make a city shine in the 21st century; public transit options, given spaces, restaurants, shops, housing, padestrian friendly zones, bicycling, just to name a	See Cerreint #13
				Public transit/Multimodal transportation	A place that offers more of what could make a city since in the 21st century; puting braining options, given space, resitaurants, shops, housing, pedestrian friendly zones, biolycing, just to name a few. biological place; but entains on cruzility of life. [5]	See Contract #23
2923	Sarah Migl	1/18/2023	Email	General Support	Date Classman Bag and Commissioners Them you for recognizing that 155 densight Audin is one of the most compound receiving segments in the State of Teams. As this seriously addined receivancy of the Audinosis of the State of Teams. As the seriously addined receivancy of the Audinosis of the State of Teams. As the seriously addined receivancy of the Audinosis of the State of Teams. As the seriously addined receivancy of the Audinosis of the State of Teams. As the seriously addined receivancy of the Audinosis of the State of Teams. As the State of Teams are seriously addined receivancy of the Audinosis of the State of Teams. As the State of Teams are seriously addined receivancy of the State of Teams. As the seriously addined receivancy of the Audinosis of Teams are seriously addined receivancy of the State of Teams. As the seriously addined receivancy of the Audinosis of the State of Teams. As the seriously addined receivancy of the Audinosis of the State of Teams. As the seriously addined receivancy of the Audinosis of the State of Teams. As the seriously addined receivancy of the Audinosis of the State of Teams. As the State of Teams are seriously addined receivancy of the Audinosis of the State of Teams are seriously addined receivancy of the Audinosis of the State of Teams are seriously addined receivancy of the Audinosis of	See Corrent #8
					Accordingly, I are writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxXXII. Thank you for your consideration of this seminated Presentation of the State of the State of Stat	
					Named has a segment or contract over directly the Named of Contract on a 100. All parties paid the proof parties provided by the Named of Contract of the Named of Contract of the Named of Contract of Named of Contract of Named of Contract of Named of Contract of Named of Contract of Named of Contract of Named of Contract of Named of Contract of Named of Contract of Named of Contract of Named of Contract of Named of Contract of Named of Contract of Named of Contract of Named of Contract of Named of Contract of Named of Contract of Named of Contract of Named of Contract of Named of	See Correrant #238
					My family (with two young children) lives on Summit Street between Woodland and Miversides. Our street is alweady used as a cut through to avoid the intersection of Riversides and 1-55. It is not uncommon for us to see cars flying down the street at 40 mpm in an analysism of secretarial street. Furthermore the street at the contraction of the street at the street and of	
					connection will lead to backed up traffic at the Riverside and 1.55 intersection which will in turn lead to Summit becoming a primary cut through for traffic. Our street has no sidewalks or bible lanes and no speed burrys. Cars park single both sides and the road curvers, so sidelity in a street, in thindeed in earth. There are a number of deliver and small children who live on Summit Street. It am concerned the increase of traffic wire to see a street or the safety of mr deriviny and neighbors.	
2924	Sarah Miracle	3/7/2023	MyCapEx Website - Comment Form	Woodland	Additionally, our neighborhood is currently agreed to attend Taxinis Heights Elementary. This school is an important part of our community, I worry to sing the connection to Travis Heights may lead to a re-zoning in the future. In the present, however, which is family many of forusters, which have not be used in the 15th form the control in the first parts. This school is an important part of our community, I worry to exist the top of the school in the 15th form the 15th forum the	
			Comment Form		Thank you for taking the time to consider these concerns and I appreciate you looking out for the welfare of Austin residents.	
2925	Sarah Nowlen			Do not widen/no build	Mobility SF Program Manager Tommy Abrego,	See Comment #5
					MobilityS Program Manager Tommy Abrego, Have in east, Audits and Lopose as this expension plan for ISS. Chrisology I's going to be a nightness of construction for many years, and will decimated neighborhoods and businesses in the process. Further diving the city and adding more congestion activatory the animan. Let's feel in distribute way.	
				Reroute to 130	Inscommend lifting the totls on ah 130 so through traffic can go around, in fact requiring three traffic and trucks to go around would solve most of the problems we have today.	See Comment #3
					Dear Chairman Bust and Commissioners:	Sec Comment #8
					Lact Column Bagg and Commissions. As the Second Sec	
					Accordingly, I am writing today to express my comprises support for the 155 Capital Express Central design as proposed by TACOT. Thank by TACO	
2926	Sanah Railey	3/6/2023	Email	General Support		
2927	Sarah Simmons	1/6/2023	My35Constructi	Public	What is the plane for entiging spelfic issues during construction? These of a third is self of 35 are second about contain congruins, expectably such twos the area has been built up applicantly but the self-indicated by the second about the second about	See Comment #13
			My35Constructi on Website - Comment Form	Public transit/Multime dal transportation	Transport primage in the company op. I requise premer to see a segrencer in mean agent on the tollway if they are driving from the competition would be a lot before if the tollway if they are driving from the competition would be a lot before if the competition would be a lot before if	
1				transportation	They weren't allowed to travel through.	
2928	Parab Rimeron			Do not widen/no build	Marited Species Marited Varies Andre	See Comment #5
2320	Januari Sarripassir			DO HAL WIDELY HO DOILG	Mobility35 Program Manager Tommy Abrogo. The I-35 expansion plan is based in dated, erroneous traffic design and should be discarded. This is a fraudulent use of tax payer dollars.	JAG CONTINUE TO
				Latent/Induced Demand		See Comment & IS
					New / more lanes will only generate more traffic.	See Contract #15
				Public transit/Multimodal transportation	Texans want freedom of choice and these funds need to be reinvested in actual transportation choice such as public transit and active transit.	See Comment #13
2929	Sarah Spitz	3/6/2023	Email	Bike/ped safety	MobilityS 5 Program Marager Tommy Abrago, Our object priming and changing. This means row is the time to set it up for future generations. Please make austin a city people walk about, not drive through, by considering pedestrians in the 135 plan. This will have an impact on our eccountry, and the half had in shippiness di our current and future obtains.	See Comment #30
					Our dity is gineering and chilegings. That means now is the time to lest it up for future generations. Please make austin a city people walk about, not drive through, by considering pediatrians in the 135 plan. This will have an impact on our economy, and the health and happeness do not current and future obtains.	
2930	Sarah Spofford			Do not widen/no build	Mr hadd hadd,	See Contrant #5
					This project is reliculous. Expanding the highway through audit will worsen congestion, bury property values, and make the tax base less profitable. Dividing east and west austin does nothing for the city and only makes it easier for through traffic. Having to take an intendate highway to get around the city is hornible for the city.	
				Community alternations		See Comment 4
				Community anamatives	I vasint community alternatives to be fully studied (including rethrink 35). At the very least, don't make it worse by expanding, I know that these emails don't mean anything and to dot will do what it wants, but making my voice heard is the least to an do. Stop running our city with highways, give us a nice place to live instead.	Jac Controller 4
2931						
	Sarah Stockton			Community alternatives	Mr TEOT TEOT,	See Comment #4
	Sarah Stockton			Community alternatives	No facion fracts, natus	Sw Connect #4
	Sarah Stockton			Community alternatives	habb. As a pureer sho lives off the 1.35 comdar in South Audits. This urging you to half off on expending the highway until community alternatives to expension can be fully studied.	
	Sarah Stockton			Community alternatives Air quality/noise	Helds. As a parent who loses off the 1-35 condor in South Audits. (Tim urging you to had off on expending the highway until community alternatives to expension can be fully studied. Freeway expensions have been shown to be a wealth of time and resources, and furthering freest's relations or cars in a backwards move, given the resilines of dimets change and publish.	Des Comment 44 See Comment 454
	Sarah Stockton			Air quality/noise	Helds. As a parent who loses off the 1-35 condor in South Audits. (Tim urging you to had off on expending the highway until community alternatives to expension can be fully studied. Freeway expensions have been shown to be a wealth of time and resources, and furthering freest's relations or cars in a backwards move, given the resilines of dimets change and publish.	
	Sarah Stockton			Air quality/noise Public transit/Multim dal	Helds. As a parent who loses off the 1-35 condor in South Audits. (Tim urging you to had off on expending the highway until community alternatives to expension can be fully studied. Freeway expensions have been shown to be a wealth of time and resources, and furthering freest's relations or cars in a backwards move, given the resilines of dimets change and publish.	Das Connect 254
	Sarah Stockton			Air quality/noise	habb. As a pureer sho lives off the 1.35 comdar in South Audits. This urging you to half off on expending the highway until community alternatives to expension can be fully studied.	Das Connect 254
2032	Sarah Stockton			Air quality/noise Public tarrial/Multim dal tarroportation	halls. As a parent who less off the 1-35 contains in South Audits. Fin upping you to hald off on expending the highway until community alternatives to expension can be fully studied. Processor expensions to be a washed from and resource, and furthering Texas's reliance or can't be absoluted from a processor or can't be absolute	See Connect #33 See Connect #33
2932	Sarah Stockton			Air quality/noise Public tarrial/Multim dal tarroportation	halls. As a parent who less off the 1-35 contains in South Audits. Fin upping you to hald off on expending the highway until community alternatives to expension can be fully studied. Processor expensions to be a washed from and resource, and furthering Texas's reliance or can't be absoluted from a processor or can't be absolute	Das Connect 254
2932	Sarah Sweeney			Air quality/noise Public tarrial/Multim dal tarroportation	Helds. As a parent who loses off the 1-35 condor in South Audits. (Tim urging you to had off on expending the highway until community alternatives to expension can be fully studied. Freeway expensions have been shown to be a wealth of time and resources, and furthering freest's relations or cars in a backwards move, given the resilines of dimets change and publish.	See Connect #33 See Connect #33
2932	Sarah Soudon			Air qualitymose Public transity/Multime dat transity/multime transportation Do not widen/no build	halls. As a parent and loss self that 35 contain or South Audits. The urging you to hald off on expending the highway until community alternatives to expension can be fully studied. Financy operations have been shown to be a washed off one and resources, and furthering Texas's relative or cars is a belower's mone, given the realizes of dimes drange and publics. Committee and the properties of the second region to the owner reviews or race has hed dealers communities are related to an extensive properties and the relative properties are related to a community that is one help and public sources are related to a relative properties and the relative properties are related to a community that is not help and safely extens, using comprehensive public source and protected below the review or one expension to the properties and the relative properties that, at the time of completion, will not even have an impact or community that is not one properties and the relative properties and the strength of the fundament of the dependent or order for the expension to the properties and the properties are relative to order to communities, not out. Madeling 50 Program Manager Tommy Admits, 100 Audit 51, don't expended and year's trying it is expended for the order and water in those areas.	See Comment 454 See Comment 453 See Comment 45
2932	Sarah Sweeney			Air qualitymose Public transity/Multime dat transity/multime transportation Do not widen/no build	halls. As a parent who less off the 1-35 contains in South Audits. Fin upping you to hald off on expending the highway until community alternatives to expension can be fully studied. Processor expensions to be a washed from and resource, and furthering Texas's reliance or can't be absoluted from a processor or can't be absolute	See Connect #33 See Connect #33
2932	Sarah Sweeney			Air quality/noise Public tarrial/Multim dal tarroportation	halls. As a parent and loss self that 35 contain or South Audits. The urging you to hald off on expending the highway until community alternatives to expension can be fully studied. Financy operations have been shown to be a washed off one and resources, and furthering Texas's relative or cars is a belower's mone, given the realizes of dimes drange and publics. Committee and the properties of the second region to the owner reviews or race has hed dealers communities are related to an extensive properties and the relative properties are related to a community that is one help and public sources are related to a relative properties and the relative properties are related to a community that is not help and safely extens, using comprehensive public source and protected below the review or one expension to the properties and the relative properties that, at the time of completion, will not even have an impact or community that is not one properties and the relative properties and the strength of the fundament of the dependent or order for the expension to the properties and the properties are relative to order to communities, not out. Madeling 50 Program Manager Tommy Admits, 100 Audit 51, don't expended and year's trying it is expended for the order and water in those areas.	See Comment 453 See Comment 453 See Comment 45
2932	Sarah Sweeney			Air quality/index Pade System, Multimodel dat date operation Dance widen/incloud Dance widen/incloud Date operation Laten/Multimodel Laten/Shoked Damased Laten/Shoked Damased	Nation. As a power do not have differed 155 contains in South Audit, the sugging pas to haid off or equanding the legislasy world community plantwarkens to expension can be fully studied. These appeared not have depended in year to have desired from and resources, and beforeign Search reference or can be absoluted in trong, gainst the resistance of community plant in can be beginned and year to have depended on the year and well on those areas. There is studied in Audit, the confidence when year of shortery on year and years of development of the lightness. There is studied in Audit, but they have an every other way or slowing the town, and then not year and years of development of the year and well on those areas. The contraction of a water higher on the middle of the olysed cases pages and place of development of the contraction	See Comment #3 See Comment #3 See Comment #5
2932	Sarah Soucidon Sarah Sweeney			Air quality/index Pade System, Multimodel dat date operation Dance widen/incloud Dance widen/incloud Date operation Laten/Multimodel Laten/Shoked Damased Laten/Shoked Damased	Nation. As a power do not have differed 155 contains in South Audit, the sugging pas to haid off or equanding the legislasy world community plantwarkens to expension can be fully studied. These appeared not have depended in year to have desired from and resources, and beforeign Search reference or can be absoluted in trong, gainst the resistance of community plant in can be beginned and year to have depended on the year and well on those areas. There is studied in Audit, the confidence when year of shortery on year and years of development of the lightness. There is studied in Audit, but they have an every other way or slowing the town, and then not year and years of development of the year and well on those areas. The contraction of a water higher on the middle of the olysed cases pages and place of development of the contraction	Des Commet #35 Ses Commet #3 Ses Commet #3 Ses Commet #3
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2932	Sarah Sweeney			Air quality/index Pade System, Multimodel dat date operation Dance widen/incloud Dance widen/incloud Date operation Laten/Multimodel Laten/Shoked Damased Laten/Shoked Damased	Nation. As a parent who loss self that 135 contains in South Audin. The surging you to had aff or expending this highway until community alternatives to expending cone be fully studied. As a parent who loss self that 135 contains in South Audin. The surging you to had aff or expending the highway until community alternatives to expending come be realisted of climbs draign and publish. Freeway expendings benefit to be an other of the south or common can be to the death or common to be an expent to the common or common to the south of the south	Das Connect #3 Ses Connect #3 Ses Connect #3 Ses Connect #3 Ses Connect #3 Ses Connect #3 Ses Connect #3
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2032	Sarah Swanny Sarah Waself	1/12/2003	Erral	Air quality/index Pade System, Multimodel dat date operation Dance widen/incloud Dance widen/incloud Date operation Laten/Multimodel Laten/Shoked Damased Laten/Shoked Damased	Nation 2.5 a posed with the SS contains in Such Audit, the sugging to tabled off or equanding the highway world community abstractives to expension can be fully studied. **These appearances have been chosen to be a waited of time and resources, and beforeign [Texas's relatives on can be a blockwards review, gains the variation of climate fraging and gainst time. **Secretary a power has expended on year to those over-relatives on can be table and only commences for on more; I texas to relative and only the face on the beauty of an analysis. **Secretary a power has expended only year to those over-relatives on can be table and beauty of the secretary of the se	Das Connect #3 Das Connect #3 Das Connect #5 Das Connect #5 Das Connect #3 Das Connect #419
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		1/12/9029	Ernal	Ar quality/notes Public barries/Mailline Tourney/Mailline	Nation. As a power double to the SS contains in Studies Associated in the sequencing the highway until community alternatives to expension can be fully studied. As a power double to the SS contains in Studies Associated in the sequencing the highway until community alternatives to expension can be fully studied. Freezes proportions have been obtained to the seal of these and for man and furthering Teach indicated in the sequence of the seq	Sea Comment #33 Sea Comment #33 Sea Comment #33 Sea Comment #33 Sea Comment #33 Sea Comment #33 Sea Comment #33 Sea Comment #33
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2933		1/12/2023	Ensi	An quality/vision Public Service Serv	AND, As a poset de to los self the 155 contair in South Audin, the upping pos to haid off or equanding the legislavay until community plantwarken to expension can be fully studied. **Secure operations have been chosen to be a sold of firm and resources, and furthering "trans" relations in case is a backwards from plant to community plant to community plant to community plant to community plant to community plant to community plant to community plant to compare and publish. **Securing a power that appead only quit to bios over relations on community and community plant to compare and power to be a sold of firm and resources, and to community plant to compare and power to be a power to be a power to be a power to be a power to be a power to be a power to be a community plant to compare and power to be a power to be a power to be a power to be a power to be a power to be a power to be a power to be a power to be a firm of the power to be a power to be a firm of the power to be a power to be a firm of the power to be a power	See Connect 43 See Connect 43 See Connect 43 See Connect 43 See Connect 43 See Connect 44 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45
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2933		L/13/7029	Erial	Ar quelly/reise Public Public Brown (Multimodel and On red selder/red build Public transfy Multimodel Browness, resolved of displacement Connect Support On red selder/red build Descriptions On red selder/red build Public transfy Multimodel Business, resolved of displacement On red selder/red build Public transfy Multimodel Public transfy Multimodel Public transfy Multimodel Business Support	Nation. As a present who the set from 155 contains in South Audin, the sugging on to had off or expending the highway world community absentiation ace be fully studied. **There appearance have been chosen to be a waited of time and resource, and beforeing Treat's relations on upon to below earth aroung a point that agreed only special below down to the set of	See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3
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				Reroute to 130	reroding current streets, etc.	See Comment #3
2936	Sasha West		VOH	Do not widen/no build	I are against the current plan for ±35.	See Comment 45
				Air quality/noise	have a separable that everige with region setting to setting several positions are setting to the setting the setting that it is not a discretization will be setting the setting the setting that it is not a discretization will be setting the setting the setting the setting the setting that is not a discretization of the setting that is not a discretization to be part of discrete change effects in convergence.	Se Connect 634
			-	Business/residential displacement	Allow not seen event it to use enrient domain to move dentities and husbreaus, to entit many enseaves in building, to tigonic great enterants of money, and further double-show or inefficient homepristion with negatif but this plan will even hop the one thing is premise to traffic.	See Comment #21
2937	Saurabh Agrawal	1/27/2023	Email	General Support	have Channes Beg and Commissioners. Next you for complicating but 15 from glin but in our of a year companied undexe, appearing to the State of State. As the sections of collection of State. As the section of State of State of State. As the section of State of State. As the section of State of State of State. As the section of State of State. As the section of State of State. As the section of State of State. As the section of State of State. As the section of State of State. As the section of State of State. As the section of State of State. As the section of State of State. As the section of State of State. As the section of State of State. As the section of State of State of State. As the section of State of State. As the section of State of State. As the section of State of State of State. As the section of State of	See Connect #8
2938		3/7/2023	MyCapEx Website -	Do not widen/no build	I'm begging you, do not add lanes to 135. It will NOT improve traffic and we know this for a fact:	See Comment 45
			Commerce Form		The lighting run, all core and it immuss 10.8 A will Cell representation, to see that the light of the light	
2939	Sayuri Kamiki	1/31/2023	MyCapEx Website - Comment Form	General Support	Think this would be a goad date. I have liked in San Accordance just before Cools and there are so many tourish spots and local Swortes I have experienced here. I want to do the same with other crise in Taxas. Their Audit in the would love by gir there read.	See Comment 45
2940	Schuyler Costello	3/7/2023	Email	Do not wider/no build	TROT'S past for the expense of 2.50 is Costal Austin on a hope models that we will report for decade. This pion will do noting that large more uses extra or day in the same gridinosed self. The hot field in the pion put foreign in 100°C. This will be a legal or opinity or powerson. With an expension of position. Same or you.	See Comment 45
ID.	Commenter Name	Date Received	Source	Topic	Comment	Responses
2941	Schuyler Costello	50/000		Do not widen/no build	Mr TADOT TADOT,	San Comment #5
					Topos the sequence of 1.5 See the selection gift to 1.55 right of way brough central Austro. Expending Egitimps the Chronicy Clean is a conjugate comparison of the service of the conjugate conjug	
			ľ	Latent/Induced Demand	More laines will only encourage additional traffic that will once again be just as congested within a few years.	See Comment #18
				Community alternatives	Alternatives that modernize 155 without expanding the POIII, such as Recorrect Audio, are a fair better solution, and Recorrect Audio has identified a smart way to help cover the cost of the project by repurposing sense of the existing POIII for residential and commercial development.	See Connect 44
				Bike/ped safety	I want to travel through Austin on safe, pleasant, walkable and bileable streets.	See Comman #30
2942	Schuyler Costello	Soriens	VOH	Do not widen/no build	Topose the expension of 35 and the violency of the 35 right of way through central Audin. Expending highways that cot through civile is a codily and short sighted way to address congestion in when sense. This is a waste of resource. I do not want to travel through Audin on noisy, congested, publishing highways. Expending 155 through only on a larnich less port less our or lake.	Sale Comment 45
				Latent/Induced Demand	One loves all only recoverage additional traffic that all once again is just as compared within a fig. years.	To Commercial 3
				Latent/Induced Demand		See Contract #15
				Community afternatives	Alternatives that modernia ISS without expending the IRON, such as Reconnect Audio, are a fir better solution, and Reconnect Audio has identified a smart way to help cover the cost of the project by repurposing some of the existing IRON for residential and commercial development.	See Comment #4
				Bike/ped safety	I want to travell through Austin on safe, pleasant, washeshe and bakeshe streets.	See Comment #30
2943	Scot Friedman	3/7/2023	MyCapEx Website - Comment Form	Wishire	Please sink 1-35 in Certral Audin, making it below grade. And please do NOT join E. 43xt 5x. to Wilshire Blvd. That would ruin our neighborhood. There's you.	See Comment #9
			MyCapEx Website - Comment Form		Date Chairman Bugg and Commissioners: Thinks you for your support to address 155 through Austin in a comprehensive minerar. This stretch of highway is nationally resided as the 15th worst for traffic conglication and 3rd worst in the state. 135 through Austin is overful for	See Comment +8
2944	Scot Krieger	3/6/2023		General support	fairlie in support of the 153 Cupina Express Central design as proposed by 1000f. Thank you for your declaration to serving the citizen of fease.	
2945	Scott	1/20/2023	MyCapEx Website - Comment Form	Regional connectivity	I support a rail service between San Artorio and Austin, TX. Widering reads without a reliable public transportation option is not a long term solution.	See Comment #2
2946	Scott Bradfield	1/31/2023	Email	General Support	Please proceed with the improvements as planned. The current I-35 is a congested nightmane that is inadequate for today's vehicle load. Sent from my iffnone	Sec Comment #8
2947	Scott Chapman	2/12/2023	MyCapEx Website - Comment Form	Do not widen/no build	Please *60 not* expand I-35 past 45b Audin is sinedy overconded, and the demotition of small businesses along the highway would develop the city's cultural	See Comment #5
2948	Scott Exier	3/7/2023	Email	General Support	Next Chemise Rings and Commissions. As There is a Transport of the Chemise Rings and Commissions. As There is a Transport of the Chemise Rings and the chemise Rings and the Chemise Rings and the Chemise Rings and the Chemise Rings and Chemise R	The Comment #E
2949	Scott Esler	3/7/2023	Email	General Support	Succidence Bugged Commissions: A better than the good Commissions: A better for recogning for Strength, such in one of the most companied receiving segments in the Story of Yease, all he is networkly underset members of the most all the Story of Yease, all Teams should call for bold and decisive such in the receivers that contain sends of inflorationates in the such as making that will accommission the regist of missions and the such as making that will accommission the regist of missions and the such as the such a	See Comment 68
2950	Scott Francis	1/18/2023	Email	General Support	Deer Chairman Bugg and Commissioners: Thesis you for recognizing that 135 through Justin is one of the most composited readway segments in that State of Teass. As this seriously codation drawbay is often coaled to Made Dever of Teas, as I man should call for held and doction action to be serious the risk to indicate the Made Dever of Teas, as I man should call for held and doction action to be serious the miss to indicate the read of the serious that is accommodate the right and incommends t	Sai Connect #S
2951	Scott Furnisis			Do not widen/no build	Additional Program Manager Terrors (America) (Suppose expending 5) (2007) Country Terrors (America) (Suppose expending 5) (2007) Country Terrors (America) (America Exercise No. 1007) Country (America) (America Exercise No. 1007) Country (America) (See Connect 45
				Community Alternatives	1 like Reconnect Austin's idea of a boulevard.	See Comment #4
				Public transit/Multimodal transportation	I see recommend vacan is one or a conserver. Add much needed public transit on top with affordable housing which Auditin servey needs. We need to recorrect the ubsent East side to downtown. We should wink 135 underground and/or out and cap.	See Comment #43
				Reroute to 130	Remoding 155 along 130 is alon a primit good folias and something to three about. Audion would be search a gain if we could risd constraine of 158. It doesn't believe the one of.	Se Commert 83
2952	Scott Gray	1/9/2023	MyCapEx Website -	Do not widen/no build	Author sequent DDD by part of we could red downtown of 335, 10 down 1 being there and never did. New agents DDD by part or sequent DDS, and displace househed of bearinesses for adopt and ineffective HDV lanes. Toy harder. This worth safe the problem. The cost to the public sort worth these that only the fee can account. The fee can account.	Sai Cirrinat #S
2953	Scott Harris	1/31/2023	Comment Form	General Support	the fee can access. This project would be a dep forward in connecting the 2 major coles as increasing population grows in the "Auditories" area.	Sectionari 48
			MyCapEx Website - Comment Form			
2954	Scott Hendrix	2/24/2023	VOH	General Support	Top protony for relating of 1.55 choice he better accommodation of non-beauth settings restly from one of other facility. This is they primary purpose of the highest primary in a primary purpose of the highest proton of the highest proton of the highest proton of the highest purpose of the highest primary in a primary purpose of the highest primary in a primary purpose of the highest primary in a primary purpose of the highest primary in a primary purpose of the highest primary in a primary purpose of the highest primary in a primary purpose of the highest primary purpose of the highest purpose of the highest primary purpose of the highest purpose of the hig	Das Contract #8

2955	Scott Martin	3/7/2023	Email	General support	Our Cleaner Register Commensations and Commensations and Plan most Composite Fundament in the Cleaner of Teach, as the services practical production in the State of Teach, and	See Commerce 48
2956	Scott McElwein	\$10,000	VOH	Do not widen/no build	In each time have very get the served in histories delited and one demonstrate range (i). The dental year disreption in this war extends a need for a nove analysis and this delivery secretaries. In section of the first one of the first of the first of the first one of the first of the first of the first one of the first of the first of the first one of the first of t	See General #S
				Reroute to 130	We need to incomplicate with and to evidence not dispose of a Assort to least 951200 to release the composition - adding a couple series is going to do titled to believe of end couple of the couple	See Commet 4.5
2957						See Comment #5
2957	Scott Menzies			Do not widen/no build	Please do the right thing for our city.	
				Multimodal transportation	On hooff condition. We desired advanced supportation of secretarian Audits. Before this lines, extend them transport and communior lines, and less debung on the car. Solation has prover that adding lines does not help makes traffic competition.	See Comment #20
2958	Scott Marrison Contractation from	3/1/2023 Data flacehood	Ernat	Ar spelful (tilment stange	Clark 13 Court of common contents. As 13 Court of common contents in page 45 decisioned. As 13 Court of common contents in page 45 decisioned. As 13 Court of common contents in page 45 decisioned. As 14 Court of common contents in page 45 decisioned. As 14 Court of common contents in page 45 decisioned. As 14 Court of c	Sec Comment of 28
		Date Received			Comment	
					Out 15 Could forward cheek. As 35 Could forward could be a substantial of the substantia	Sea Commer 6 #38
2959	Scott O'Flaheny		VOH	Do not widen/no build	As not support the expansion of DS, particularly through disvertion. We aready tross them prior expansion (for examples, in May 310 that adding more lawns only adds more striffs and this 125 pion will indicate more of the support on each strip. Que of distill a size more proposed solders, which is before their other prior prior the complying the support on develope for strip of entirely and prior p	See Comment #5
				Public transit/Multimodal transportation	The right thing to do is not add more lanes. Rather, the right way to accommodate population growth in Austin is to create and support more public transit options such as busses, trains, bike lanes and more.	See Comment #13
				Business/residential displacement	Purchassives, this apparation will from the amount of multiple business and lead to a loss of jobs in the area. It will also further deals are already divided city, cotting one section off from the other with a 20 least highesy bioloxing one seld-from the other.	See Comment #21
2960	Scott Planton	forteres		East/West Connectivity	We TADOT TADOT. Jam concerned that TX dat is too foosed on trocks and care passing through divertione Audin and not enough about divertione residents going east west.	See Connect #20
				Community alternatives	Il fasti sothe authoritarien to not induse sodies that conside community stations. Nootich has been sidning laines to 14% for danades. Please don't hypert.	See Comment 44
2961	Scott Ryder	3/7/2023	MyCapEx Website - Comment Form	Reroute to 130	Processing the use of 135 through the resides of Austin is not the less appearab, we should be diverting foulfic around the city. As Teas population grows, there will be should provessing demand on braveling the 135 mode. We need to think about 20 years from now, not 20 years.	Secondaries
2962	Scott Schneider	2/7/2023	Ernal	General Support	Date Chairman Bugg and Commissioners: There you for recognizing that 135 strongly Audit is one of the most congulated enablesy segments in the \$20x of Texas, As this sericus) auditated enablesy is officed. As this sericus you distinct enablesy is officed. The sericus of the series of the series	See Commert #8
2963	Scott Senese	2/8/2023	Email	General Support	Date Courses Bugg and Commissioners: Thesi year for recognizing facility \$1.50 though Justics is used the next congested mades segments in the Basic Affects. As this servicing included madesy in other congested mades in particular behalf below. The fives, all forests, and the first and decide and extend in the confidence of informational view in the first and extend in the confidence of information will not be admissible plant of information will not be admissible plant and information will not be admissible plant and information will not be admissible plant and information will not be admissible plant and information will not be admissible plant and information will not be admissible plant and information will not be admissible plant and information will be admiss	See Commert 48
2964	Scott Struby	2/7/2023	Email	General Support	Due Chairmen Bugg and Commissioners: Thank you for recipiting that 1-55 through Justin is one of the most congested readway segments in the 20x8 of Texas. As this seriously addition codeway is offer coaled by the Month Section 1 through Commissioners and the Section 1 through Commissioners and the Section 1 through Commissioners and a commissioners and in exemption of the commissioners and interest growth was an experiencing in our great State. Accordingly, in an intigate to separate in commissioners and interest growth was an experiencing in our great State. Accordingly, in an intigate to separate in commissioners and interest growth was a separate in the 20x1. These you for your consideration of this experience in the commissioners and the section of the section 1 through the commissioners and the section 1 through 1 throu	Sec Commerce #8
					Dury 15 Could Express Control. And Theoremistal Impact Scholarises. 15 Could Found Annual An	See Comment 45

					Sout 15 Copied Exposes Connex. 18 SE Copied Exposes Connex. And the Outcommental Impact Statement These year for the supervision is comment on the proposed 150 cent from connected impact Statement and for the includent of an exposition in connected connected impact Statement and for the includent of an exposition in the STATE Connected Connec	See Comment #5
					Thank you for the opportunity to comment on the proposed 135 Dark Environmental Impact Statement and for the inclusion of all review quality and climate change analysis in the DBS. **However, I do not believe that the size quality and climate change analysis as in the DBS. **Surface Surface	
					- Air Quality analysis must book at PM 2.5, PM 10, and Not. TADOT only analysed CO which is easy to study of the year book of the year of	
					And passes and the Control of the Co	
					- Greenhouse gas emissions analysis is incomplete, it only looks at construction, not long term. Also, the models are based on the CAMPO regional growth forecasts, which assume the expected effects on housing and other real estate decisions that widely receive the models of the control of t	
					making its and any quality recentings, modeling is blasted and back just in enjoyand plan. The demonstrates the result impacts of the project we need maximigal and quality recentings all using the \$3.50 control or Audit to Cooline data beginning ones, during construction, and after. Medi if any project we are quality excess havened indexeds, DCDT must seek to insight the false in memoritarity, this town transportation havely impacts or air quality. On these we actually record and study the data to all the proper false care for excessing the mediage for the excessing which we then recording to the threshold in the project of the project of the total COOT disding to improve the health of all the propriet of the Autin region and reduces the heavy neglects death impacts of our transportation system.	
					construction, and after. And if at any point the six quality exceeds harmful standards, NDOT must work to mitigate the harm immediately. We know transportation havely impacts our air quality, it's time we actually record and study the data to atther rome the architecture for the Assemblation for the Assemblation for the Assemblation for the Assemblation of the Assemblation of the Assemblation of the Assemblation for the Assemblation for the Assemblation of the A	
					Thank you for at that TACOT is other to unknown the my own incomes to do not not not. Thank you for at that TACOT is other to improve the health of all the people of the Audio region and reduce the heavy negative health impacts of our transportation system.	
					Dater 1-35 Capital Express Central, Ric 1-35 Capital Express Central, Draft Environmental Impact Statement	See Comment #5
					Thank you for the transformative work over the last several years at the Texas Department of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero goal of curting fraffic deaths in half by 2005 and to zero by 2050. Chashes are measurably rece important than congestion and cost the people of the Austin region more – using National Safety Council costs of crashes methodology to compare to Texas AAM Transportation institute congestion	
					methodology. The Texas Transportation Commission Minute Order 115481 directs TxOOT Austin to 'work toward the goal of reducing the number of deaths on Texas readways by half by the year 2035 and to zero by the year 2050. The Commission	
					The Teach Transportation Commission Mission does 11,544.5 does 1500 CM Assists the was based on gain of an intering the resolution by the part of the	
					I am concerned that the Draft Environmental Impact Statement does not include meaniningful analysis that could help optimize the project toward this specific Road to Zero gast. While reaching year traffic deam's by 2050 will require measive affirsh in individual behavior and to knowledge, ensuring that this project is on target to meet the 2053 goal to our dearlain in half is completely deadle and within T-DOT's great, beased upon the design of the facility and vessions choices that would be a controlled to the controlled on the section of	
					result from unartitigoously having this goal as the top purpose and need of this project. No project should now for example, and a reasonable operation that the project will result in meeting the Road to Zero goal to cut trieffic deaths in half by 2035. Please and this goal to the Purpose and Needs of the project to ensure safety in Normal Control	
					considered more than just an amenty, but a proper princity. Thanky polier all but TADOT is design and will do in the further development of this project to end traffic deaths.	
	Scott			Do Not Widen/		
2965 ID	Commenter Name	Date Received	Source	No Build Topic	Comment	Responses
					Dear I-35 Capital Express Central,	See Comment #5
					Rix 135 Capital Express Central, Draft Environmental Impact Statement Dear Governor Abbott and other Elected Officials, TuDOT Commissioners, Staff, and Consultants,	
					Successful and one factors of other School (Section 1) and the School (Sect	
					I mine, man are process to excess not to meaningfully consider these visible atternatives in the actual diraft ECS was malorquate. The maps shown in the TIT study purporting to show the "problem" of out through traffic in no way considered the myriad reasons the State of Teach might reasonably decide between meaningful atternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than "IsOOT facilities, this study was essentially a way to choose	
					the most dangerous alternative. I brought the historial Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThrisk 35 and	
					Reconnect Austin proposition, including various levels of elected officials asking TxDDT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the ES and TxDDT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives.	
					Please m. the rigrous analysis found throughout thousands of pages of ES on the RifflinkSS and Recomment Austin proposals - after all, it is very meaningful, public input Thank you for all that TXOOT is doing to provide safe access and mobility options with materiands and encoded seven in the thirties communities of the Austin region.	
2966	Sean	1/31/2023	MyCapEx Website - Comment Form	Public	I support public mass transit. Any reliroad would reduce the number of cars on the road and save many millions by reducing the need for road expansion projects, especially along 35z	See Comment #13
			Comment Form	transit/Multimo dal		
2967	Sean Clark	2/12/2023	VOH	Do not wider/no build	Do not expand the freeway. We don't need more roads. We need more public transportation and bible laines	See Comment #5
2968	Sean Faulkner			Latent/Induced Demand	Mobility55 Program Manager Tommy Alregio,	See Comment #18
					Mobility\$5 Program Manager Commy program. This is a prescribe that using the same flashed approach to solving staffic, which is just adding more lanes. Wile home by now that adding lanes only temporally induces built for perhaps a year or two, before it's back to the same levels of builties object or cream a few transport of the same levels of builties object or cream a few transport of the same levels of builties of the same levels of builties of the same levels of builties of the same levels of the same levels of builties.	
					safurions, but will add years of construction delays and inconveniences,	
				Air quality/dimate change	add more policion and car traffic through doestown Audin, and encourage more car contric urban sprawl.	See Comment #18
				Air quality/direate change	All two publics and as staffs through distance. Notify, and excurage more as continued as great. The risk perform warmed indusing staffs registers are unless entire up to those of their revised of years. The billions speed on this illustrated lightey speeders would be much before quest or expending branch access, specifically Priject Concern that is now in largering again. Top (DDI of increasted the protess on and Of operat) 35 through a content has a some in a fact or due to fifte and set in concern case and publics.	See Connect #18
				Air quality/dimate change	and rows publish and or half-through chambers Audic, and ecourage new currents colors open. The only efficient woman of motion grant course or control colors open. The only efficient woman of motion grant course or colors string are those of their motion of text. The bifuse spect on this if advant highery separation model to much halfer spect on repeating from a color of their spect or open of their spect or open of the much halfer spect or open of their spect or open or	
				Air quality/dimate change	The preferred design and its dealt environmental impact statement are worldly deficient and poorly executed. Specifically, the impact to the north central region is profoundly negative, while the preferred	See Connect 450 See Connect 450
				Air quality/dimate change	The preferred design and its dealt environmental impact statement are worldly deficient and poorly executed. Specifically, the impact to the north central region is profoundly negative, while the preferred	
2989	Sage Avilla	3/7/2029	Wen		The preferred design and to short encommental report distingence are sensibly platinate and purely executed. Specifically, the impact to the north control region is profusedly registers, while the preferred intensities were sensitive for the control of the preferred intensities were sensitive for the control of the preferred intensities were sensitive for the preferred intensities and profused intensities for the preferred intensities profused in the preferred intensities profused in the preferred intensities profused in the preferred intensities profused in the preferred intensities profused in the preferred intensities and businesses in veget that it was consistent in the DECE, bug and one warman for business in the preferred intensities and businesses in veget that it was consistent in the DECE bug and one warman for the preferred intensities and the preferred	
2969	Seen Griffin	3/7/2023	VOH	Air quality/dimete change East/west connect/sity	The preferred design and to short encommental report distingence are sensibly platinate and purely executed. Specifically, the impact to the north control region is profusedly registers, while the preferred intensities were sensitive for the control of the preferred intensities were sensitive for the control of the preferred intensities were sensitive for the preferred intensities and profused intensities for the preferred intensities profused in the preferred intensities profused in the preferred intensities profused in the preferred intensities profused in the preferred intensities profused in the preferred intensities and businesses in veget that it was consistent in the DECE, bug and one warman for business in the preferred intensities and businesses in veget that it was consistent in the DECE bug and one warman for the preferred intensities and the preferred	
2969	Seen Griffin	3/7/2023	VOH		The preferred design and its dealt environmental impact statement are worldly deficient and poorly executed. Specifically, the impact to the north central region is profoundly negative, while the preferred	
2969	Sean Griffin	3/7/2023	VOH		The preferred design and to short inconveniental impact distances or an working shoftward and priory secondard. Specifically, the impact to the worth careful region is producedly regions, while the preferred advantation would not employ an indicate of priory and careful regions, and the preferred advantation would not of the preferred advantation of the preferred advantage of the preferred advantage of the preferred advantation of the preferred advantage of the preferred advantage of the preferred advant	See Convent #20
2969	Sean Griffin	3/7/2023	VOH		The preferred design and to short inconveniental impact distances or an working shoftward and priory secondard. Specifically, the impact to the worth careful region is producedly regions, while the preferred advantation would not employ an indicate of priory and careful regions, and the preferred advantation would not of the preferred advantation of the preferred advantage of the preferred advantage of the preferred advantation of the preferred advantage of the preferred advantage of the preferred advant	
2969	Sean Griffin	3/7/2023	VOH		The preferred design and in final environmental impact distanced are would by distance and purely secondard. Specifically, the impact to the world center region is professorily regions, while the preferred elementary would not employ a region as which are preferred as which is a contract of the preferred elementary would not employ a region as which are preferred or the preferred as which are preferred as which are preferred as which are preferred as which are preferred as a final as a preferred as a final as a	See Convent #20
2989	Sean Griffin	3/7/2023	VOH		The preferred design and in final environmental impact distanced are would by distance and purely secondard. Specifically, the impact to the world center region is professorily regions, while the preferred elementary would not employ a region as which are preferred as which is a contract of the preferred elementary would not employ a region as which are preferred or the preferred as which are preferred as which are preferred as which are preferred as which are preferred as a final as a preferred as a final as a	See Convent #20
2969	Sean Griffin	3/7/2023	VOH		The preferred design and in final environmental impact distanced are would by distance and purely secondard. Specifically, the impact to the world center region is professorily regions, while the preferred elementary would not employ a region as which are preferred as which is a contract of the preferred elementary would not employ a region as which are preferred or the preferred as which are preferred as which are preferred as which are preferred as which are preferred as a final as a preferred as a final as a	See Convent #20
2969	Seen Griffin	3/1/2023	VOH		The preferred design and in final environmental impact distanced are would by distance and purely secondard. Specifically, the impact to the world center region is professorily regions, while the preferred elementary would not employ a region as which are preferred as which is a contract of the preferred elementary would not employ a region as which are preferred or the preferred as which are preferred as which are preferred as which are preferred as which are preferred as a final as a preferred as a final as a	See Convent #20
2969	Sean Griffin	3/1/2023	VOH	Ent/west connectivity	The preferred design and in final environmental impact distanced are would by distance and purely secondard. Specifically, the impact to the world center region is professorily regions, while the preferred elementary would not employ a region as which are preferred as which is a contract of the preferred elementary would not employ a region as which are preferred or the preferred as which are preferred as which are preferred as which are preferred as which are preferred as a final as a preferred as a final as a	See Convent #20
2000	Seen Criffin	3/7/2023	VOH		The preferred design and in final environmental impact distanced are would by distance and purely secondard. Specifically, the impact to the world center region is professorily regions, while the preferred elementary would not employ a region as which are preferred as which is a contract of the preferred elementary would not employ a region as which are preferred or the preferred as which are preferred as which are preferred as which are preferred as which are preferred as a final as a preferred as a final as a	See Convent #20
2969	Sees Griffin	3/7/2023	VOH	Ent/west connectivity	The preferred design and in final environmental impact distanced are would by distance and purely secondard. Specifically, the impact to the world center region is professorily regions, while the preferred elementary would not employ a region as which are preferred as which is a contract of the preferred elementary would not employ a region as which are preferred or the preferred as which are preferred as which are preferred as which are preferred as which are preferred as a final as a preferred as a final as a	See Convent #20
2989	Sean Griffin	3/1/2023	VOR	Ent/west connectivity	The preferred design and in final environmental impact distanced are would by distance and purely secondard. Specifically, the impact to the world center region is professorily regions, while the preferred elementary would not employ a region as which are preferred as which is a contract of the preferred elementary would not employ a region as which are preferred or the preferred as which are preferred as which are preferred as which are preferred as which are preferred as a final as a preferred as a final as a	See Convent #20
		3/7/2023	VOH	Ent/west connectivity	The preferred design and in final environmental impact distanced are would by distance and purely secondard. Specifically, the impact to the world center region is professorily regions, while the preferred elementary would not employ a region as which are preferred as which is a contract of the preferred elementary would not employ a region as which are preferred or the preferred as which are preferred as which are preferred as which are preferred as which are preferred as a final as a preferred as a final as a	See Convent #20
		3/7/9023	VOH	Ent/west connectivity	The preferred design and in final environmental impact distanced are would by distance and purely secondard. Specifically, the impact to the world center region is professorily regions, while the preferred elementary would not employ a region as which are preferred as which is a contract of the preferred elementary would not employ a region as which are preferred or the preferred as which are preferred as which are preferred as which are preferred as which are preferred as a final as a preferred as a final as a	See Convent #20
		3/1/2023	VOH	Ent/west connectivity	The preferred design and in final environmental impact distanced are would by distance and purely secondard. Specifically, the impact to the world center region is professorily regions, while the preferred elementary would not employ a region as which are preferred as which is a contract of the preferred elementary would not employ a region as which are preferred or the preferred as which are preferred as which are preferred as which are preferred as which are preferred as a final as a preferred as a final as a	See Convent #20
		3/1/2023	VOH	Ent/west connectivity	The preferred design and in final environmental impact distanced are would by distance and purely secondard. Specifically, the impact to the world center region is professorily regions, while the preferred elementary would not employ a region as which are preferred as which is a contract of the preferred elementary would not employ a region as which are preferred or the preferred as which are preferred as which are preferred as which are preferred as which are preferred as a final as a preferred as a final as a	See Convent #20
		3/1/2023	VOH	Ensigned connectivity Do not widen (no build	The professed design and in fourth environmental impact distalement are woulding distalement and party securistic. Specifically, the impact is the worth center region in professed by regions which the professed debundance was all the professed debundance with the professed debundance was professed in control of the center of the professed debundance was professed in control of the center of the professed debundance was professed in control of the center of the professed debundance was professed in center of the cen	See Convent #20
		3/7/2023	VOH	Ensigned connectivity Do not widen (no build	The professed design and in South environmental impact distanced an extending distance and party securised. Specifically, the impact in this extend control region is professed in specific and the professed distances where the professed in the professed distances are specificated in control of the control	See Convent #20
		3/1/2023	VOH	Ensigned connectivity Do not widen (no build	The professed design and in South environmental impact distanced an extending distance and party securised. Specifically, the impact in this extend control region is professed in specific and the professed distances where the professed in the professed distances are specificated in control of the control	See Convent #20
2970	Sean Marwy			Ensigned correctivity Do not value (no build Review (no build R	The professed design and in South environmental impact distillment and exactly distillurate and purity resculated. Specificating, the impact in the north centred region is professed in regional and professed in the control centred of an impact and in centred and in centre and in the control centred and in centre and in centra and in centre and in centra and in centra and in centra and in centra and in centra and in centra and in centra and in centra and in centra and in centre and in centra and in centra and in centra and in centra and in cen	San Connect 42 San Connect 43 San Connect 43 San Connect 43 San Connect 43
		3/7/2023	VOH	Ensigned connectivity Do not widen (no build	The professed deep and in fault environmental impact distillment and working distillment and party securities. Specifically, the impact is the north control segon in professed regions, while the professed debanders and of all regions are likely as an expect of the ordinary of the latter can an efficient and official interest and the control control segon in a professed regions which the professed debanders are larger than an efficient and official interest and the control control segon in a professed region of the latter can an efficient and distinct which will be all can be control control control control of the control control of the control control of the control control of the control control of the control control of the control control of the control control of the control control of the control control of the control of the control control control of the control control of the control control of the control control control of the control control control of the control con	See Convent #20
2970	Sean Marwy			Ensigned correctivity Do not value (no build Review (no build R	The professed design and in South environmental impact distillment and exactly distillurate and purity resculated. Specificating, the impact in the north centred region is professed in regional and professed in the control centred of an impact and in centred and in centre and in the control centred and in centre and in centra and in centre and in centra and in centra and in centra and in centra and in centra and in centra and in centra and in centra and in centra and in centre and in centra and in centra and in centra and in centra and in cen	San Connect 42 San Connect 43 San Connect 43 San Connect 43 San Connect 43
2970	Sean Marwy			Ensigned correctivity Do not value (no build Review (no build R	The professed design and in Soft Innovercemental impact distingment and working distinguish and professed and professed and professed in Soft Innovercemental impact distinguishment of the control of th	San Connect 42 San Connect 43 San Connect 43 San Connect 43 San Connect 43
2970	Sean Marwy		Ernal Specific Nations	Ensigned correctivity Do not value (no build Review (no build R	The professed design and in Soft Innovercemental impact distingment and working distinguish and professed and professed and professed in Soft Innovercemental impact distinguishment of the control of th	San Connect 42 San Connect 43 San Connect 43 San Connect 43 San Connect 43
2970	Sean Marwy		Erissi	Ensigned correctivity Do not value (no build Review (no build R	The professed deep and in fault environmental impact distillment and working distillment and party securities. Specifically, the impact is the north control segon in professed regions, while the professed debanders and of all regions are likely as an expect of the ordinary of the latter can an efficient and official interest and the control control segon in a professed regions which the professed debanders are larger than an efficient and official interest and the control control segon in a professed region of the latter can an efficient and distinct which will be all can be control control control control of the control control of the control control of the control control of the control control of the control control of the control control of the control control of the control control of the control control of the control of the control control control of the control control of the control control of the control control control of the control control control of the control con	San Connect 42 San Connect 43 San Connect 43 San Connect 43 San Connect 43
2970	Sean Marwy		Ernal O/Carlé National Commun Form	Ensigned correctivity Do not value (no build Review (no build R	The professed design and in Soft Innovercemental impact distingment and working distinguish and professed and professed and professed in Soft Innovercemental impact distinguishment of the control of th	San Connect 42 San Connect 43 San Connect 43 San Connect 43 San Connect 43
2970	Sean Harrey Sean Hucksterry Sean Hucksterry	1/11/2023	Ernal Specific Nations	East/meet connectivity Do not wider, the build Person to 130 Business/residential displacement. Person Tonepartation. General Support	The professed deep and in Soft innovamental impact distingment are wortfully distinguish and professed advanced were and of a simple and extended and an extended an extended and an extended an extended and an extended an extended and an extended an extended and an extended an extended an extended an extended and an extended an extended an extended an extended an extended an extended an extended an extended an extended an extended an extended	San Connect 42 San Connect 43 San Connect 43 San Connect 43 San Connect 43

2914	Sean McMains	1/19/2023	MyCapEx Website - Comment Form	Regional connectivity	Please review examination of regular commuter sail services between San Antonio and Austin, to include New Brounfels, San Marcox, Kyle, Buda, etc. Simply increasing road capacity increases automotive builfic to take advantage of the new capacity, 1 took the bus from San Marcox to Austin for years until Tead State and CARTS shut down that service, and would still leve to see some viable commuter option between San Antonio where I now live	See comment #1
2975	Seetha	3/7/2023	MyCapEx Website -	Do not widers/no build	and the statin capito. Thank you for your attention and consideration. Please Do NOT mitigate traffic for the proposed 41st Denet extension to Wilsters Bhd. That would likely increase traffic applicately as a co-through to Airport in a 200K residential neighborhood.	See Comment #5
	Shivas warny		Comment Form			
2976	Sergio Vangas	3/7/2023	Email	Do not widen/no build	Assemble Typicon Manager Inventor Agency Inven	See Commer 45
2977	Seth Hathaway	3/7/2023	MyCapEx Website - Comment Form	Bury/tunnel	Agent winnings is nameaus, that agent the self-strong MSD critics were service and of it, less at the soluted conserve value in Data and Status and Status (Status and Status an	See Comment #25
			Comment Form		Our Chairman Bugg and Commissioners.	See Comment #8
2978	Seth Lake	2/8/2023	Ernail	General Support	Such Leading Seed good state of the seed o	
2979	Seth Leftue	3/7/2023	Email	Do Not Widen/ No Build	Statistics Theory Enterpretation processor Transport Section (Total Section Se	See Comment #5
2980	Seth Seth	Date Received	Source	Topic Do not widen/no build	Comment Mobility55 Program Manager Tommy Abrego,	Masjornies See Comment #5
					Mobility 55 regions Manager Tomay Parings. It as writing flowing bearing in young appointion the planned sense expansion of 525. As a resident of Audin, I am deeply concerned that these planna are going to went hance or not only, desting communities, and make not traffic and carbon clusterin regisfricantly years. This was often again we are to he planned sense expansion as the carbon clusters are going from the planned sense and the pl	
				Community Alternatives	Refer than experience, let us such this time to be badd it is more sustainable, feedbade, experience beard controls. Referred \$55 pion of these some picture for them to use this opportunity to badd a boulevard float with beard some fine opportunity to badd a boulevard float and beard for the some picture for them to be compared to committee to sever the research of those simply divining flowing the copy using	See Comment of 4
2981	Suith Sirinsky			Do not wider/no build	As a readors of the North Lapp migliochnoid in Asia's, Lapproclate the appointing to provide comments or the doubl' Environmental trapsect Solument for the Capital Egymes Control Pringet Turring. As a readors of the North Lapp migliochnoid in Asia's, Lapproclate the appointment or the Capital Egymes Control Pringet Turring. Equation for the Solume Solument Control Contr	See Comment of S
			F	Do Not Widen/ No Build	Turgs TDDT to choose the No Build Alternative because the benefits of Modified Build Alternative 3 would not justify the costs and impacts on the community. As noted by many well-informed members of our community.	See Communit #5
2982	Swth Singer	3/7/2023	Email	Public transit/Multimodal transportation	Satisfact Regions Minesper Training Alongia. Lake lightneys disk systems, and feature and disease.	See Comment #13
2982	Seth Singer Shaan Davis	3/7/2023	Email	Public transit/Multimodal transportation Latent/Induced Dernand	Standing Shippers Movage Training Movage. Seat highers, Man in term, and Seath in seed alreads. Making Shippers Movage Training Movage Training Angue. Making Shippers Movage Training Angue. All an a resident of Andi. This is the Seath of Angue Shippers Movage Training Angue. A resident of Angue. This is the Seath of Angue. Shippers Movage Training Angue. A resident of Angue. This is the Seath of Angue. Shippers Movage Training Angue. An an angued of Angue. This is the Seath of Angue. Shippers Movage Angue. An angued of Angue. The Seath of Angue. Shippers Movage Angue. Angue. Shippers Movage Training Angue. Shippers Angue. Angue. Shippers Movage Training Angue. Shippers Angue. Angue. Shippers Movage Training Angue. Shippers Angue. Angue. Shippers Movage Training Angue. Shippers Angue. Angue. Shippers Movage Training Angue. Angue. Shippers Movage Training Angue. Shippers Angue. Angue. Shippers Movage Training Angue. Shippers Angue. Angue. Shippers Movage Training Angue. Shippers Angue. Angue. Shippers Movage Training Angue. Angue. Shippers Movage Angue. Angue. Shippers Movage Angue. Angue. Shippers Movage Angue. Angue. Shippers Movage Angue. Angue. Shippers Movage Ang	See Comment #13 See comment #13
		3/7/2023	Email	Latert/Induced Demand Air quality/climate change	Manipuls Request Manager Training Angels. As a reaction of Auticity, these fit the terminal and effects of 155 first banks. I have used the Seeway many times, Other, I contribute a closes. Expectably as a former accident of UT Autios, 255 in the only way in and cut. Why is the "Bifty" Bifty do we contributedly printed uses are properly this less that the size and the last are given that the self-the size and the size	See comment #18 See Comment #18
		3/7/2023	Email	Laters/Induced Demand Laters/Induced Demand Air quality/dimate change Renote to 130	Modify/SE Program Manager Transp Gorge. As a recenter of advant, then the task core of efficient \$1.55 for hour. I have used this house, any time. Office, four hour a dricks, place of any time of efficient \$1.55 for hour. I have used this house, any time. Office, four hours a dricks. Specially use former under of ET Audit. 25 is the only way in and out. Why is the "Biffy dis we introduce of the core of the second of t	See Comment #38 See Comment #38 See Comment #38
		3/7/2023	Ernad	Laker/Indused Demand Ar quality/demale change Revoke to 130 Do not wider, this build	Nation(35) Tregens Manager Transp Straggs. As a required of dutin). Each of this later of difficult (15% first least a least over the beauty many time. Office, I can have a draws, Expecting than a frame and difficult (15% first least a least lea	See Comment #38 See Comment #38 See Comment #30 See Comment #30
2983	Shaan Davis	4.44.40		Latert/Produced Demand Air quality/dimeter change Percode to 230 Do net widely from build Community Alternatives	Managed Manager Training Angel. As a resoluted of Audit. These of the Secretary Angel. As a resoluted of Audit. These of the Secretary Angel. As a resoluted of Audit. These of the Secretary Angel. As a resoluted of Audit. These of the Secretary Angel. As a resoluted of Audit. These of the Secretary Angel. As a resoluted of Audit. These of the Secretary Angel. As a resoluted of Audit. The secret operated of Third age. Angel. A	See Comment #38 See Comment #38 See Comment #38
		3/1/2023	Ernal	Laker/Indused Demand Ar quality/demale change Revoke to 130 Do not wider, this build	Mainting ST regions Named Transport Transport Surgic. As a received of Audion, 1 has the first the formed which of 350 first beaut 1 have used the Season promptions, Office, 1 corn than as a drices. Expectingly as a Transport and addition of 150 Audion, 350 in the only way in and out. Why is the 15th yill do we include of a first. The season for a season promption of the season formed the season promption of the season formed the season promption of the season formed the season promption of the season formed the season promption of the season formed the season promption of the season formed the season of the season of the s	See Comment #33 See Comment #33 See Comment #3 See Comment #3
2983	Shaan Davis	4.44.40		Latert/Produced Demand Air quality/dimeter change Percode to 230 Do net widely from build Community Alternatives	Maintiful Sharpen Manager Training Manag	See Comment #33 See Comment #33 See Comment #3 See Comment #3
2083	Shana Davis Shana Merin Shana Merin	4.44.40	Ensi	Laker/Inhose Dansed Are qualify/circums change Are qualify/circums change Percode to 330 Do not wider/no build Contenantly Abertrations General Support	Manipuls Regions Manager Transp Stragg. As a required of aduct, have defined with \$15 first beaut 1 less out the Seway may trans. Office, for these a disease graduate of aduct, have been defined with \$15 first beaut \$15 f	See Comment #33 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #4 See Comment #4
2083	Shana Davis Shana Merin Shana Merin	4.44.40	Ensi	Laber/Inhosed Conneed Are qualify/circums change Ferrouls to 330 Do not water/no-build Conneed Support General Support	Manipuls Programs Manager Transp Straggs. As a required of Author. These for the form of afficient \$1.35 for few for a few seed for great programs of the seed of	See Comment #38 See Comment #39 See Comment #3 See Comment #3 See Comment #3 See Comment #4 See Comment #4
2083 2083 2084 2085 2086	Share Davis Share Mertin Share Mertin Share Share	3/1/2023	Ernal Grade Melinier Commert From	Letter/tributed Comment Are quartiny/demons change Revolute to 330 On real worker, his build Commently Alternation Commently Alternation Revolute to 330 Revolute to 330 Revolute to 330	Manipuls Response Manager Tensory Grange. As a required of adult. These dot table 15 for the found of the St. 15 for the found to the sever from these years of the St. 15 for the found of the St. 15 for the St. 15 for the found of the St. 15 for the St. 15 fo	See Comment #23 See Comment #23 See Comment #3 See Comment #4 See Comment #4 See Comment #4 See Comment #4 See Comment #3
2083 2084 2085 2086	Shana Daris Shana Maria Shana Maria Shana Maria	2/1/2023	Ernal Grade Manier Commer From Ernal	Leater (rithhose Comment Are quality comment change Reroute to 130 Do not existen (no hold Community Abertations General Support Reside justice Revoke to 130 General Support	Manipuls Programs Manager Transp Straggs. As a required of Author. These for the form of afficient \$1.35 for few for a few seed for great programs of the seed of	See Comment #23 See Comment #3 See Comment #4 See Comment #4 See Comment #4 See Comment #3 See Comment #4 See Comment #4 See Comment #4 See Comment #4 See Comment #4 See Comment #4 See Comment #4 See Comment #4
2083 2084 2086 2086 2087	Shana Daris Shana Maria Shana Maria Shana Maria	2/1/2023	Great McCayle - Manda Consumer Form Great McCayle - Manda Consumer Form	Lealers (Virolance) Command Are qualify of make change Pleason to 130 Do not widerly the build Content of Support Pleason to 130 Content Support Pleason to 130 Content Support Do Not Wilson, No Build	Manipuls Response Manager Tensory Groups. As a required of Author. These first taken of default 155 first heads it to event the beauty many times. Office, I can't head as drains, Expending and Format Sequence of the Sequence of Sequen	Date Comment #3 3 See Comment #3 See Comment #5 See Comment #5 See Comment #5 See Comment #5 See Comment #5 See Comment #5 See Comment #5 See Comment #5 See Comment #5 See Comment #5 See Comment #5

2991	Shannon May	3/7/2023	Ernall	Do Not Widon/No Build	The Date of the Teach Search Search Foundation of the 15th opposition of the Search Se	See Comment #5
2992	Shannon Peterson	1/13/2023	Email	General Support	have Chemical Bodg and Commissioners. Next you're recognising that I SE mode from it was in the nation originate cleaning angle in the SE and if Seas, it is a recommission of the SE and it is a transmit and interest in the SE and it is a second or the second originate cleaning and in the SE and it is a second originate cleaning and in the SE and it is a second originate cleaning and it is a second originate c	See Comment #8
2993	Shannon Vaughan	2/7/2023	Email	Centeral Support	The Character Stage Conference Production Conference Stage Conference Conference Stage Conference Stage Conference Conference Stage Conference Conference Stage Conference Conference Stage Conference Conference Conference Stage Conference Co	See Commert #8
2994	Shanta Tyrone	1/30/2023	MyCapEx Website -	Regional connectivity	I rould like to see more train service and light rail services to help with conjection of out highways instead of expanding them.	Second #1
2004	Shanta lytone	1/30/2023	Comment Form	перогы силиститу	I recut oue to see more trans errors and sign the services to trap and conspicion or our regimely a mission or experiency gream.	Date Comment #1
ID	Commenter Name	Date Received	Source	Topic	Comment	Responses
2995	Sharon Baker	3/7/2023	Email	Do net widsen/no build	All convey flowings hadnes a degree to the extractory of the exp. Market Fruit long the Head and All Conference and the All Conference and All Co	See Communit #S
2998	Sharon Lynch			Do not widen/no build	Modes 25 Fregion Message Treesprings and Control Fregion State (See and Modes 25 Fregion Message Treesprings). The Control Fregion State S	See Comment #5;
				Reroute to 130	copieding provides. If the sould improve quality of life in Autor's Pances a ranger interests from the contract of the corp. Remails can be convently understand but already from the contract but already from the contract of the contract of the corp. Remails can be contracted to the contract of the contract of the corp. Remails can be contracted to the contract of	See Connect 43
2997	Sharon Mackenzie	2/6/2023	Email	General Support	Date Channels Bogg and Commissioners. Thesity paid to recognizing gene 155 through Austin as even of the road compasted modes pergrame in the Date of Enes. As this security additional containty in office and a state of belief to be for the contract of th	See Commerc # B
2998	Sharon Tan	3/7/2023	Email	Do not wider/no build	Shating\$5 Program Manager Tomery Mongs, N, my name is "Sharon Tan, a resident of Austin for 15+ years, and I live in 78723.109Y05E ToCOT's plane for 135 and 109Y05E expension.	See Connect 4'S
2999	Shawntal Brown			Do not widen/no build	ModityS Program Manager Tommy Atringo. The expansion of 355 should not happen.	Sea Comment #5
			-	Business/residential displacement	Audit continuously deplaces individuals and companies from their homes and businesses and thus, expending the highway is not a great leation to improve traffic. Other options should be considered that allows the closers of Audit to base an opinion on the change happening to this city, I centrel endorse this change based on the consequences of the experience.	Sai Commit #21
3000	Sheila Morris	2/9/2023	Phy sica I	Business/residential displacement	Concerns over access to business for customers. "Questions regarding access ramps, proposed HOV lane and noise" Closures to end/enterior ramps	Sau Commet #21
3001	Shella Morris	2/9/2023	Verbal Comment	Business/residential displacement	Questions and concerns, just to access of the properly and my business, 2405 South H 55. Questions regarding access namps, closures to eat, enterocs, for business purposes. And also concerns about the proposed HOV lake and noises that will now actually be raised and level to the access road where the business is located.	See Comment #21
3002	Shella Pharis			Do not widen/no build	Mobility25 Program Managar Tommy Abrego, 1 am a resident of austin.	See Comment #5
					1 OPPOSE TACOT's plans for 1-55 and 1 OPPOSE expansion. Highway equisions DONT work. They worsen congestion (as we saw with the Katry Freeway), air noise and water politulion, safety, and transponiation options beyond driving; 10 years of construction for just a few years of congestion relief is NOT work. They worsen congestion (as we saw with the Katry Freeway), air noise and water politulion, safety, and transponiation options beyond driving; 10 years of construction for just a few years of congestion relief is NOT work.	
					worth II. Clori twart to true as intersized highway for my local trips. Lord twart to true as intersized highway for my local trips. Laport TOOT, Austin Chy Counce, and other representatives to stand up for me. Empformer and evaluational opportunities for my leaf and my different here been regalievely impacted by congestion and inselequate public transit. Thank you for your time—little in the citizens who love here.	
					Employment and educational opportunities for impail and my districts have been registery imported by congliction and insidequals public brand. Their you for your time—beam to the closes who the flees.	
				Latent/Induced Demand	ACCT's proces in this project is feased it grows include Dement, construction impacts, particulate matter pollution from the water, the factor of almost all fighteey organization, the soccess of feesing remarks, and to Suffice modeling its feeder.	See Comment 4.5
				Public transit/Multimodal transportation	Tam FOR a public harmfulford project, etc.	Se Crimeri #13
3003	Shelby A. Shockley	2/6/2023	Email	General Support	See Channel Berg and Commencations and Commencation and C	See Connect #8
3004	Shelby Frye			Do not widers/no build	No hold hold. Expending 35 a ros a good loke for our community.	Sas Comment #5
				Air Quality/climate change	Makeability is consistently shown to be important for the residents of our community, and the will not only discourage waking and billing, but car enseating seed to be cut back to save our community from the word effects of climate change.	See Comment #13
3005	Shelby Garcia	1/31/2023	MyCapEx Website - Comment Form	General Support	Esupport and would like to see a raid system in San Antonio.	See Comment #8
	1	l	and the same			

				Do not widen/no build		See Comment #5
3000	Shelby M			Do not widen/no build	Mr TxDOT TxDOT, I arm writing to you to express my opposition to I-35 expansion. These issues should be top of mind for TxDOT planners. Yet, road expansion is the only solution that has been proposed despite proven failures	See Comment #5
					across the state.	
				Latent/Induced Demand	Empirical evidence suggests that adding more lanes to highways only attracts more cars and leads to more congestion.	See Comment #18
				Air quality/dimate change	This increased use leads to more air and noise pollution, creates heat islands (in an aiready hot enough city), and has adverse health impacts in the community.	See Comment #18
				Community alternatives	PLESE meet in a reimageed future where community alternatives are accessible, affordable, and even preferable to individual car use. We need community alternatives to expansion, including Reconnect Austin and RetirinSS, to be fully studied and invested in. Thank you,	See Commant #4
				Public transit/Multimodal transportation	As A Austin resident, I sent investment in other forms of transportation such as public buses, trains, billing paths, or sidewalks. All of which reduce pollution and congestion. While these projects are long term, copinal intension, and necessitate a transformation of our infrastructure, these occumulations are not much different from the proposed expension.	See Comment #13
				transportation	term, capital intensive, and necessitate a transformation of our infrastructure, these circumstances are not much different from the proposed expansion.	
					H.	See Comment #5
		1			1st Statly a long time Austin resident and lifetong Texan. I'm writing to urge you to reconsider wasting billions of dollars on a pointees highway expansion that no one in Austin wasts or needs, the list thing we need is a decade of pointees	
	1	i B			construction. This will do nothing to ease traffic, it will cause many businesses to close, housing to be lost, and is not considering the future of our city. We need more investment in public transportation, not More high speed laves cutting right though detention.	
3007	3	3/7/2023	Email	Do not widen/no build	downtown. Do not move forward with this, prease.	
	,				anety	
		4				
	i i	F				
3008	Shelby Oney	2100,0000		Do not widen/no build	Helic, Thank you for your consideration preserving the uniqueness that these businesses, such as West Chrisa Tea, bring our city.	See Contrast #5
					Traces, you for your consciousnorn preserving the unrequiresses that these observables, such as west Crims Les, oring our Oly.	
				Business/residential displacement	I am opposed to the proposed expansion of I-35 due to the displacement of over 100 local businesses and the negative effects that would have on our communities here.	See Correnant #21
3009	Shelby Orme		Phy	Mitigation	An minimum this plan meds more nature mitigation. To make up for the lack of climate smart proposals no more readways could help mitigate the impact on our migratory monanch. Sand benfers can be derive vegitation.	See Comment #2398
	Orme		sica I		dense vegetation.	
			Co	Do not widen/no build	Overall 1 birth this project is at best a band aid on our extreme transit issues and at wont a glast waste of suppayer dollars that we will have to turn around and repeat in 10 years due to unprecedented	See Comment #5
			ent		operation ground offer a climate series solition to achieve our climate goals and sevid a water of tax obligates and the series of tax obligates and tax obl	
					AND THE PARTY OF T	
				Air Quality/Noise	have price officients, florenmental prices common device any how haven's not appear on the prices of prices and research (a). As expectate code in the appear of prices and research (a) and rese	Sau Comment #34;
					projected to double in 20 years. Noise barriers are also an unesthetic response to the increase in noise. The mitigation plan for the impact on the hike and bike trails is proposed as during final design or during construction, these are vital resources to our city and should not be in afterthought.	
3010	Sheldon J Sandbekkhaus	1/29/2023	MyCapEx Website - Comment Form	Do not widen/no build	I oppose I-35 expansion. More lanes will just cause more traffic and separate downtown from east austin.	See Correlat #5
	Sansbalahaug		Comment Form			
3011	Shelly Dick	1/12/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Teas. As this seriously outdated readway is often	See Commant #8
					Date Chairman Bogg and Commissioners: Thatis you for recogniting that 155 through Audin is one of the most congented nouthway augments in the State of Teass. As this seriously outduind readway is often coaled be taken Street of Teass, at 10 main should call for the date of the date and excesse action to transferred that the read seriously in the interaction of the read and interest of interactions that the read and interactions of the read and interest of interactions of the readway to the interactions of the readway in offen and interest of the readway in the readway i	
3012	Shervi Mackey		M.Carer was	East/west connectivity	This is pagarified the mismost charges for LNS between 200F and May 7.1.1 are sare basen to have the immediately will be commend and the anoderous the bounced thinks an associated to	See Comment #20
3012	Janey mackey		MyCapEx Website - Comment Form	Lasy was correcting	This is regarding the planned changes for 135 between 200E and May 7.1. I am very happy to heir the upper decis will be removed and the roadway will be lowered. However I think we are missing an amazing opportunity for better innings between east and west.	JOB CONTROL TO SELECT
				Bike/ped safety	If even a small portion of the below ground level could be a tunnel, then additional green space could be added above and it would be more inviting to pedestrians and bicyclists. Additional green space would also improve air quality.	Sac Comment #30
					Data Chainman Bringg and Commissioners. This pipe for recognition 12.5 Strongly, Audit in one of the most congound readway segment in the State of Treas. As this servicely accidance fractions is offer an intelled the Main Share of Treas, all Teams should call for bold and decisive action to be contact stored in directionary in the contact stored in directionary in the contact action in the contact stored in directionary into a scale story that all accommodate the region due of mineracy growth was respectively in originary States. Accordingly, in many largery surposes in proceedings content to 15.5 States (the scale of the contact action in the contac	See Comment 38
					Times po not freeigning that does thought to see the control to th	
3013	Sheryl Scott	3/6/2023	Email	General support	Accountingly, a min mining colony or expression or conspicuous explaint to time Paul Congress Colonian Leading as proposed by Facility. Transfer poor for Doc Autonomous Information in the expression	
3014	Shikhar Shah			Do not widen/no build	ModitySS Program Manager Tommy Abrigo. 14 This a resident of Central Autor, near UT Campus. 160 NOT word DS to be expanded in my city. Expansion of intension highways NEVER solves emphing Stop making the same mistakes over and over again. Adding Linna DOES NOT help	See Connect #5
3014	Shikhar Shah			Do not wider/no build	National Strategies Manager Training Areas. 18 Tax a resident of Control Justice, National Control, 16 Tax and 15 to be exposed of in my day, Expension of instruction highway NCEE before supplier, \$200 probing the same mistakes over and over again. Abong times ECCES.NCT help leaffice register, These in controls actions and over adjustment of all seasons from his hospital prices between the NECES ST Feature, Special Controls, Section 16 to Section 20 probing to Section 20 problems and section 20 problems and section 20 problems and section 20 problems and section 20 problems and section 20 problems and section 20 problems and section 20 problems and section 20 problems and section 20 problems.	See Connect 85
3014	Shikhar Shah			Do not wider/no build	way.	
3014	Shikhar Shah			Public	lasty. Home are public transportations. TRACE since builds, the heart to get people OFF the read, not give them more upone OFF. It build a network of public transport for people don't need to use the read. The case of the first first first read below. We don't need more below.	Sea Contract #5 Sea Contract #13
3014	Shikhar Shah				way.	
3014	Shéhar Shah			Public	lasty. Home are public transportations. TRACE since builds, the heart to get people OFF the read, not give them more upone OFF. It build a network of public transport for people don't need to use the read. The case of the first first first read below. We don't need more below.	
3014	Shikhar Shah			Public	large. Access on public transportations. TRANS solves burdle. You need to gat purpose Off the crost, not gove these more upon Off it. Build a well-work of public transport so pumpin don't need to use the reset the con- one of the transport of the pumpin of the pumpi	
3014	Shikhar Shah			Public	large. Access on public transportations. TRANS solves burdle. You need to gat purpose Off the crost, not gove these more upon Off it. Build a well-work of public transport so pumpin don't need to use the reset the con- one of the transport of the pumpin of the pumpi	See Contrast #13
		3/1/2023	Freed	Public	large. Access on public transportations. TRANS solves burdle. You need to gat purpose Off the crost, not gove these more upon Off it. Build a well-work of public transport so pumpin don't need to use the reset the con- one of the transport of the pumpin of the pumpi	See Contrast #13
3014	Shidhar Shah Shon Shabari	3/7/2023	Email	Public transportation del bumppersation	large. Access on public transportations. TRANS solves burdle. You need to gat purpose Off the crost, not gove these more upon Off it. Build a well-work of public transport so pumpin don't need to use the reset the con- one of the transport of the pumpin of the pumpi	See Contrast #13
		3/7/2023	Email	Public transportation del bumppersation	These or public transportation. TRRNS some stuffs, the result to get pumple OFF the result, not give them more space OFM. But if a nativest of public transport to prospe don't need to see the result. We can less that the result that the pumple of the result to see the result. We can less that the result to see the re	See Contrast #13
3015	Shon Shabari			Public transportation of trans	Takes any public transportation. TRANS data studies, We used to gift people OFF the reset. And gift from more upone OFF. Build a national of public transport to people don't need to use the reset. We can public transportation of the reset	See Contrast #13
3015		Date Received	Source	Production of the Control of the Con	These or public transportation. TRANS some stuffs, for most to get people OFF the road, for give them more apose OFM. Build a namewal of public transport to people don't need to ask the road. We can see the road of the roa	Toe Contract #3 See Contract #5 Magazines
3015	Shon Shabari			Pubble tearney/Multimeter tearney/Multimeter tearney/multimeter tearney-ortation Do not widon/no build	These or public transportation. TRANS some stuffs, for most to get people OFF the road, for give them more apose OFM. Build a namewal of public transport to people don't need to ask the road. We can see the road of the roa	See Contrast #13
3015	Shon Shabari Cuerrianter Nums	Date Received 5 1/29/2023	Source Ernait	Annie teasur/Multimeter de la service de la	To come and public transportation. THANG some trainful to get puppin OFF the road, not give them more spose OFF. It build a sentence of public transportation do that contract to see the read the case. This per my representatives do their desires) all and ERTHESTAN ME as a which to be expressed. That is why you were under in. The project don't need to be desired public contractions of the contract to the contra	Des Comment #3 The Comment #5 File Comment #5 Sea Comment #5
3015	Shon Shabari	Date Received	Source	Production of the Control of the Con	To come and public transportation. THANG some trainful to get puppin OFF the road, not give them more spose OFF. It build a sentence of public transportation do that contract to see the read the case. This per my representatives do their desires) all and ERTHESTAN ME as a which to be expressed. That is why you were under in. The project don't need to be desired public contractions of the contract to the contra	Toe Contract #3 See Contract #5 Magazines
3015	Shon Shabari Cuerrianter Nums	Date Received 5 1/29/2023	Source Ernait	Annie teasur/Multimeter de la service de la	These or public transportation. TRANS some stuffs, for most to get people OFF the road, for give them more apose OFM. Build a namewal of public transport to people don't need to ask the road. We can see the road of the roa	Des Comment #3 The Comment #5 File Comment #5 Sea Comment #5
3015	Shon Shabari Cuerrianter Nums	Date Received 5 1/29/2023	Source Ernait	Annie teasur/Multimeter de la service de la	To come and public transportation. THANG some trainful to get puppin OFF the road, not give them more spose OFF. It build a sentence of public transportation do that contract to see the read the case. This per my representatives do their desires) all and ERTHESTAN ME as a which to be expressed. That is why you were under in. The project don't need to be desired public contractions of the contract to the contra	Des Comment #3 The Comment #5 File Comment #5 Sea Comment #5
3015	Shon Shabari Cuerrianter Nums	Date Received 5 1/29/2023	Source Ernait	Annie teasur/Multimeter de la service de la	Table on public transportation. TRANS case strain, when the gas people OFF the read, not give them more space OFF. But a serious of place transport pumple don't need to use the read. We can be public transportation of the contract the contract transport tr	Des Comment #3 The Comment #5 File Comment #5 Sea Comment #5
3015 0 3018 3017	Shon Shahari Continue for Name 5 5 5 5 5 5 5 5 5 5 5 5 5	Date Received 5 1/29/2023	Source Ernait	Annex. terrus/Multiment de de de de de de de de de de de de de	To come and public transportation. THANG some trainful to get puppin OFF the road, not give them more spose OFF. It build a sentence of public transportation do that contract to see the read the case. This per my representatives do their desires) all and ERTHESTAN ME as a which to be expressed. That is why you were under in. The project don't need to be desired public contractions of the contract to the contra	Des Comment 4.5 The Comment 4.5 File Comment 4.5 Comment 4.5 Comment 4.5 Comment 4.5
3015 0 3018 3017	Shon Shahari Continue for Name 5 5 5 5 5 5 5 5 5 5 5 5 5	Date Received 5 1/29/2023	Source Ernait	Finals, search Multimark, sear	These or public transportation. TRANS such stuffs, for most by gar people OFF be road, for gar been more upon of X1. Build a network of public transport to people don't need to all the format. We can war with the contract the second of the second of the	Des Comment 4.5 The Comment 4.5 File Comment 4.5 Comment 4.5 Comment 4.5 Comment 4.5
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3015 0 3018 3017	Shon Shahari Continue for Name 5 5 5 5 5 5 5 5 5 5 5 5 5	Date Received 5 1/29/2023	Source Ernait	Finals, search Multimark, sear	These or public transportation. TRANS such stuffs, for most by gar people OFF be road, for gar been more upon of X1. Build a network of public transport to people don't need to all the format. We can war with the contract the second of the second of the	See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3
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3015 0 3018 3017	Shon Shahari Continue for Name 5 5 5 5 5 5 5 5 5 5 5 5 5	Date Received 5 1/29/2023	Source Ernait	Photo: town() (Maintenance) dat description Do not widen/no build Trees General Support Personal to 130 Do not widen/no build Photo: Swann/no build Photo: Swann/no build Photo: Swann/no build	These are public transportation. TRANS away stuffs, to med to get paper OFF be road, for give them more space OFF a. Build a annewal of public transport to pupple don't need to set the road. We can consider the read of the consideration of	The Communit #33 See Communit #3 See Communit #3 See Communit #3 See Communit #3 See Communit #3
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3018 3018 3018 3017	Snon Shahari Commenter Name	Date florated 1/29/2023 1/4/2023 1/4/2023	Source Ernal Ernal	Annee to season (Anderson Annee to season (Anderson Annee to season Anderson Annee to season Anderson Annee to season Anderson Annee to season Anderson Annee to season Annee	Trace or public transportation. TRANS down stroll, two and to get people OFF the read, not give them more upone OFF. Build a solution of public transport to purple don't need to use the read. We can be public transportation of the control of the	The Comment 4.53 The Comment 4.5 The Comment 4.5 The Comment 4.5 The Comment 4.5 The Comment 4.5 The Comment 4.5 The Comment 4.5 The Comment 4.5 The Comment 4.5 The Comment 4.5 The Comment 4.5 The Comment 4.5
3015 0 3018 3017	Snon Shahari Commenter Name	Date Received 5 3/29/2023 5 1/4/2023	Source Ernal Ernal	Annee to season (Anderson Annee to season (Anderson Annee to season Anderson Annee to season Anderson Annee to season Anderson Annee to season Anderson Annee to season Annee	The case of public transportation. TRANS cases studies, we made to get people OFF the read, not give them more space OFF. Build a setheral of public transport to people don't need to use the read. We can be public transportation of the case of the cases. The case of the cases of the cases of the cases of the cases of the cases. The case of the cases of t	See Connect 43 See Connect 45 Associated 45 Associated 45 See Connect 45 See Connect 45 See Connect 43 See Connect 43 See Connect 43 See Connect 43 See Connect 43
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3018 3018 3018 3017	Stron Shahari Contractor Name I Sara Sara Sara Sara Sara Sara Sara Sar	Date florated 1/29/2023 1/4/2023 1/4/2023	Source Ernal Ernal Ernal MyCapEx Webster Comment From	Annae. terrary find annae. de de reperdation Do not water, no build Trape General Stepport Personal Stepport On red water, no build Do net water, no build Later (rinduced Demand Later (rinduced Demand	Figure and public transportation. THINGS alone system. You must be gar papels OFF the road. No day a security of public transportation for the control to see the road. We can be public transportation for the control to see the road. We can be public transportation for the control to see the road. We can be public transportation for the control to see the road. We can be public transportation for the control to see that the control to	See Connect 43 See Connect 45 Associated 45 Associated 45 See Connect 45 See Connect 45 See Connect 43 See Connect 43 See Connect 43 See Connect 43 See Connect 43
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3018 0 3018 3017 3018 3019	Sixon Shebari Centralista Fastina Sixon Sixon Sixon Sixon Sixon Sixon Sixon Manada Sixon Manada	Date florated 1/29/2023 1/4/2023 1/4/2023	Source Ernal Ernal Ernal Ernal VOH	Public personal format of the personal format	These are public transportation. TRONG dates confirm. See and public people (OFF the read, for give them more upone OFF, Build a solution of public transportation people don't weet to use the read. We can public transportation of public transportation people don't weet to use the read. We can public transportation people don't weet the time and the can public transportation people don't weet the time and the can public transportation people don't weet the time and the can public transportation people don't weet the time and the can public transportation people don't weet the time and the can public transportation people don't weet the time and the can public transportation people don't weet the time and the can public transportation people don't weet the time and the can public transportation people don't weet the time and the can public transportation people and the can public transportation people don't weet the time and the can public transportation people don't weet the time and the can public transportation people don't weet the time and the can public transportation people don't weet the time and the can public transportation people don't weet the time and the can public transportation people don't weet the time and the can public transportation people don't weet the can public transportation people and the can public transportation people and the can public transportation people and the can public transportation people and the can public transportation people and the can public transportation people and the can public p	Concent #3 Concent #5 Con

3022	Simon Waxman	\$10,000		Air Quality/Noise	May in the sea have proposed differentiates to the current grine. Again, it is, to close one with that give in over so writtin, critical in the middle of the city rever collisions and indicated an integrated by the content of the city	See Comment #34
				Latent/Induced Demand	And the boundlos of urban highways? Nova. Tariff; contents, We have 10 years of data now, considerely phosoning that urban highways expensions do not neclear congestion. Put the highway even from the dense urban care. Out. This is distinct.	See Comment #18
				Business/residential displacement	But there was better easys to move people around it that do not movies cotting a huge and hugely represent most through the heart of the city, displacing homes and humsesses and further eccopying a space that should be available for people to live in and otherwise use. 155 should be revailed not not greatly, and	See Connect #21
				Public transit/Multimodal transportation	Tool should invest on mass trainst and micro-mobility, to get people as many as possible off chasis. That is how you redoce traits as population increases. We need density and automobile alternatives, and we need them ASAP Yes, the region continues to give, and it is important to prise for the local brank reads. Evaport that strongly.	See Comment #13
3023	Simone Selloum		MyCapEx Website - Comment Form	Do not widen/no build	live in Cheryword, a neighborhood that is just east of 135 and my child albinois Excells del Ains on the 155 access read. This is just one of the reasons I oppose the expension without a cap through downtown and past the university to Auport.	See Connect #5
				Business/residential displacement	The presence of the Control Securities in their artificiates. Executed has been an interestinate in Admit for your and a special good of admits interestinate. Despotes and interestinate has been been been and a special good of admit and a southern common for the control of th	See Commerce 21
				Caps/Deck Plazas	Appears to the case of the region of the depart and of the serve to conf. of the property of and the configuration further and from the configuration for the configuration for the configuration for the configuration of the configuration of the configuration for the configuration of	See Communit A-D
3024	Sinan Dogramaci			Do not widen/no build	Mobility25 Program Manager Tomany Abregis. Please, for this love of god and logic and all that is good, do not expand the highway, do not movesee the car demand and the cur traffic.	See Connect 45
				Air quality/dimate change	do not contribute to the destruction of the planet and the degradation of our city.	See Comment #18
				Community Alternatives	Please listen to the proposal from the ReThink organization.	See Comment #4
					Assaft and tags The first day by it a high project as required by informal to an a purpose and reself assament to justify what they always you found to do. The judicided "purpose and reself assament by 1000" has one motive seconds seved on long distances. Which is really been a purposed and reserved by information to be based on enthrough the selection of the purpose and reself assament by 1000" has one motive seconds seved on long distances. The selection of the purpose and reself assament by 1000" has one motive seconds seved on long distances. The selection of the select	See Comment #3
				Do not widen fee build	Commission of processors and process	
				Community alternatives	Hazing The Most et 2. This is the statement Executing exhibition of good data, simularly accommended by MCCOMEST AUSTIN, This is the statement Executing exhibition of the state of good data in the statement of the statement o	See Comment #4
					Prince, Shealing? To Cold Draws us protested of Styles Waterers Park in Challes, which they were totally unewave of one year, after its operand, in hopes that you would scenerable betterful. There are at least two catch 22's. First, cope above by ToCOT will need to be paid.	See Comment #150
				Parks	Places. Justify (Cold classes a political of Psylo Winner Plan's Indials, which thig were listedly unsware of one-past, wher it general, in house that you snot discembro to the Printer. There are at least two colds 22x Finst, caps abone by ToOOTs and meet to be past to be yeard to be yeard to be past on the past of the past of the past of the past of the past of the past of the past of the most important linear peaks in the U.S. is being completed right to accept the cold by Market Delmans, A past of the way and a past of the pa	
3025 ID	Sinclair Black Commenter Name	Date Received	Source	Yopic	Connect	Responses
				Sie net wielenfen huitd	Control (Control) and Mayor and Councel, As InCOT pushes haved to count their unestanging plan in vision 135 from 13 to 20 kines, we, the tapograpes are being got in an unimodal prosition. The Countrol of Countrol, and InCOT pushes have to see the real seal secretary of the "Incomerce, which has usually halved responsibly in the gast, and of a real seal secretary of the "Incomerce, which has usually halved responsibly in the gast, and of a real seal secretary of the "Incomerce and the Country of the "Incomerce and the Country of the "Incomerce and the Country of the "Incomerce and the Country of the "Incomerce and the Country of the Country of the "Incomerce and the Country of the "Incomerce and the Country of the "Incomerce and the Country of the "Incomerce and the Country of the "Incomerce and the Country of the Count	Sec Comment 45
				Do not widow, has build	The delity to delition or services (see all projects) and region and in page and fail and remaind with the commission with the services of the state	See Comment #5

				Reroute to 130	These was any personal proposal by ToO's Confest in with the designation behavior 3.5 and 591. 3.0. This would list as the founds to the found when the designation behavior 3.5 and 591. 3.0. This would list all the founds to that a designation and design and publish they cause. This creation more will resemble by respect area by control proposal designation of the found of the	Sa Connect #3
				Climate change	Does the resid. See City of Audion distinguish to sales the professe in under to these ap union less in the professe in the City of Audion distinguish to sales the professe in under to the sale under the professe we would greater than insured when that decisions was made. The it concreted Audion concept includes Assigning the Robinstein, or generated by 3.55 within it followed includes an extraction of the contraction of the proposed, reservable in those development and of the proposed, reservables included.	See Contrast #53.
				Community alternatives	4.TRANCE Trained offers to see and only reportedly to amorest three counties, by but benefit offer one and by all health in the face. If we feld to added the paperar protect of heartment and offers to see and only protect of the face. The second to the counties of the face of the f	See Communit #4
3026	Sindair Black	***************************************		Car net widen, his build	lower Boar to Province Points in New York & Control Team. Proposed by Scientific Review of American State of the Scientific Notes and Scientific Notes and Scientific No	See Comment 45
				Do Nat Wales, File Build	The nonemus lations of the LL vision horseape are by one shartly documental. From the socially retained location accorded for the 2005 of the way to present during dependent to the lation controls and the company of the controls and the company of the company o	Sea Comment #S
3027	Sincleir Black	210,000		Do not widen/no build	The resolution came out today which expresses the opinion of what seems to be the majority of the council. Several key points are addressed:	See Comment #5
				Reroute to 130	Moving the trucks to \$4 130, since it is obvious that they will need to move somewhere during 10 years of construction.	See comment #3
				Caps/Deck Plazas	Paping for a full cap from just north of the more to they 183 by creating a sea increment financing reacheries. The scorae fast is done, the better, increased connectivity which is ultimately only achieved with a full cap.	Sea Communit #42
3028	Sinclair Black	2/14/2023	Email	Community Albernatives	1x007 inside this Recoverary spart for 15% is to expensive and flust viety it. New Issued col. First attached my finding regioning the cost enables of the OLOT's years for the reduct and the convect Audion's. Please have a look at the editional paper for information regarding this way important project.	See Comment 84
				Community Englighment	After much anticipation, citizens of Audits were biology for an opportunity to have questions and comments answered at what is said to be one of the lad public engagement seasons with 1.600.1 Ms, we ware presented with a pre-excitatel prospectal pions using sating the decision was apposed to be a public engagement where 1.001 communicated with the community and was available to answer questions. Not, no one was present to do any of this. Where a the community involvement at this custical point in the process?	See contented #200
				General information request	No comment is regarding the consulting firm that was bread by the COy of Audits to collaborate with 1007 or the 135 contain. We have it noting from this world-class consulting firm, What is their input on the alternatives proposed? Why havin't be community heard from their?	General Information request
3029	Corrector Numb	Date Received 2/20/2023	Source Email	Topic Construction	Mark 13 to 8 COMP A LOCK may and a second methodom 15 decays good in disarctions, such of Coast Chains. The practical pixes for this is by process access to the 15 mins times so the third per bright that is among in the pixes to be built before their personal pixes of the in the practical pixes for this is by process access to the 15 mins times so the third per bright that is among in the pixes to the built before their personal pixes and pi	Reconnect 6178
3030	Sinclair Black	2/27/2023	Email	Pierovile to 130	TRACKS DOT OFF KeV. TOTO That did a manuse usudu several years ago to explain what is do will the NATTA setting passing through devertions Audio. What they would will have recommended as the "designation smaller," Since the orientes federal regulations apply to 15 St and in our party to 15 St and in a comply to 15 St a	Se Connect #3

					How Much of Your Tax Money Can TxDOT Waste with Their Bad Ideas? Written by Sinchie Bads FAR. Written by Sinchie Bads FAR.	See Comment 45
					New Mark of Year Tax Manage Can EXCV Teach with Thee Bad States? White the prices of teach of the Canage Ca	
					in 2021. The Teach Transportation Institute (TTI) audied other caps in Teas to calculate the actual cost of constructing a cup, friending that current caps in Teas cost \$375,00/sq. Pt. in 2022. TADOT created Modified Affirmative 3. their revision of a "bodulent" by combining the East West fortownship to the East West fortownship to the Policy Continue to Teach and the Section of the Continue to Cont	
					Quantization of Sports (placed, and have sell one more from the buildearded of the west size in East Audition When we in Sports (placed, and have sell one more from the buildearded of the west size in East Audition When the property of	
					Why at the "boulevard" not placed on top of the cop, "faceting over many faceting over the main larses? This configuration would not require any additional ROW. By placing the foortage road "boulevard" on land, rather than on the cap, "fxOOT is removing tha City's	
					setting to instantial confidencyment potential in online that is a united as \$2,000/up. It. (fee visual per release lead or indicated and setting). 3. Why would any entity choose to burn developed less land at a value of \$3,000/up. It. (fee visual per release lead or indicated	
					1.7	
				Do n wide o bui	x /ys	
				o bui	M .	
					Turks. Drops 3.5 Committees Seave they. Spraced by Spraced the Seath Seath File. On any other of Inglither in Seath File. On any other of Inglither in Seath File. On any other of Inglither in Seath File. Seath S	See Comment #S
3031	Sinclair Black	200,000			On any street or highway re-construction project, navigating the continuing traiffic even for a limited time becomes a major concern and cost consideration. TuDOT's alternatives for the I-SS rebuild: show no solutions for this major problem. It sen't even mentioned in their published plans.	
					Demolish the temporary feeder/access roads and return that land to the city of Austin.	
				Community alternatives	Recorrect Audits, the community generator alternative on the other hand has an interim valued for the investable discuption, in all follows. 2 White the foreign preads to a of 5 leaves with no connection to the selevated, only a five turnismonth to access the other side. 3 Dennical the selevate highly-way and rectual a string years and follow of	Sax Comment #4
					3. Demoish the elevated highway and rebuild sill utility systems and flood funnals to the labe.	
		1		Bike/ped safety	7. Build all the sidewalks, bile lanes, and bransit soldions and plant 4,000 trees in the 3.8 mile long, 401 models and create Auditor's Justice Research	See Comment #30
					mile long, 40 ft median and crease Austin's "urban forest".	
				Caps/deck plazas	5. Construct the authorists can the "horizonant" with representates to the existed East-Oliver	See Comment #42
		1		онунучнох раков	5. Construct the air greate cap, the "boulevant" with connectors to the ending East, West city streets that serve as the regional access/distribution system.	
		1				
		1		East/West Connectivity	 Rebuild the main lanes below grade quickly with direct connect portals to the Eise/West grid. 	See Comment #20
				Reroute to 130	Follow through on TxOOT's proposal made years ago to switch the designation on I-35 and SH130 requiring trucks to use SH130 toll-free.	See Comment #3
					and partial originately traces to case partial parkners.	
					As the community has previously expressed on many occisions, the ISS rebuild needs to be "No Wider, No Higher." The inplications of violating the consider brough the heart of Audin do not align with the oily of Audin's goals to be more compact and connected nor will more lanes reduce the congestion that is plaiguing this city.	See Comment #5
					The implications of wideling the confidor through the heart of Austin do not align with the city of Austin's goals to be more compact and connected nor will more lanes reduce the congestion that is plaguing this city. Regards, Software planes are considered and the confidence of th	
3032	Sinclair Black	3/1/2023	Email	Do not widen/no build		
						Sas Comment #4
					SEEVING A COMMUNITY-CREATED ALTERNATIVE Short prangings to describe the proteins & opportunity to minwest 1.35 Proposed by Sectair Black Failed Audit Publy	See Comment #4
					Purpose in Need is a formal statement baked into the federal policy of the Department of Transportation (DOT). The statement is used to justify every highway project placed into the project mill. This statement always says the same thing. "this	
					Purpose in Need is a formal statement baked into the federal policy of the Department of Transportation (DDT). The statement is used to justify every highway project placed into the project mill. This statement always says the same thing, "this highway has problems, and we need to fin their." In a memor their is obvious, at it least to them, i.e., I as great billions of laspayer obtains to cover problems and early created in the part by reducting the highway and referring it is need to find the project interest. In capital control of the project interest. In capital the same project interest. In capital and with an again and again. Remember their adaptive their project interest. In capital and with an again and again. Remember their adaptive their project interest. In capital and with an again and again. Remember their adaptive their project interest. In capital and with an again and again. Remember their project interest.	
					Purpose in Need is a formal statement based on the the Gold and price of the Department of Transportation (DDT). The statement is used to justify every highway proper placed into the project mill. This statement always says the same thing: "this highway has profession, and was not been fairly in the statement always says the same thing: "this highway has profession, and was not been." The project mill have been always says the same thing: "this highway has desired to the same than the project desired to any project placed into the project mill have been as p	
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					Appears in New Les à formir abbrevent based in the first particul and the contract particular and the contract par	
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				Community alternatives	Purpose in Need is a formal statement based on the the Gold and price of the Department of Transportation (DDT). The statement is used to justify every highway proper placed into the project mill. This statement always says the same thing: "this highway has profession, and was not been fairly in the statement always says the same thing: "this highway has profession, and was not been." The project mill have been always says the same thing: "this highway has desired to the same than the project desired to any project placed into the project mill have been as p	
				Community atternatives	Purpose in Need is a formal statement based in the the following principle of the Department of Transportation (DDT). The statement is used to justify every highway-proper placed into the project mill. This statement always says the same thing: "this highway has profession, and was not been for the "This instatement always says the same thing: "this highway has profession, and was not been for the project mill." This statement always says the same thing: "this highway has developed to the consequence of the statement always says the same thing: "this statement always says the same thing: "this statement always says the same things of the statement always says the same thing: "this statement always says the same things of the statement always says the same thing: "this statement always says the same thing: "this statement always says the same things of the	
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3033	Sinclair Black			Community alternatives	Purpose in Need is a formal statement based in the the following principle of the Department of Transportation (DDT). The statement is used to justify every highway-proper placed into the project mill. This statement always says the same thing: "this highway has profession, and was not been for the "This instatement always says the same thing: "this highway has profession, and was not been for the project mill." This statement always says the same thing: "this highway has developed to the consequence of the statement always says the same thing: "this statement always says the same thing: "this statement always says the same things of the statement always says the same thing: "this statement always says the same things of the statement always says the same thing: "this statement always says the same thing: "this statement always says the same things of the	
3033	Sinclair Black			Community afternatives	Purpose in Need is a formal statement based in the the following principle of the Department of Transportation (DDT). The statement is used to justify every highway-proper placed into the project mill. This statement always says the same thing: "this highway has profession, and was not been for the "This instatement always says the same thing: "this highway has profession, and was not been for the project mill." This statement always says the same thing: "this highway has developed to the consequence of the statement always says the same thing: "this statement always says the same thing: "this statement always says the same things of the statement always says the same thing: "this statement always says the same things of the statement always says the same thing: "this statement always says the same thing: "this statement always says the same things of the	
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3033	Sincluir Black				Angues in Section 2 from destinant based on the first of the control of the contr	
3033	Sinclair Black			Community afternatives On our wider, two boild	Angues in Section 2 from destinant based on the first of the control of the contr	See Comment # S.
3033	Sinclair Black				Angues in Section 2 from destinant based on the first of the control of the contr	Sea Connected 65.
3033	Sinclair Black		,		Purpose in Need is a formal statement based in the the following principle of the Department of Transportation (DDT). The statement is used to justify every highway-proper placed into the project mill. This statement always says the same thing: "this highway has profession, and was not been for the "This instatement always says the same thing: "this highway has profession, and was not been for the project mill." This statement always says the same thing: "this highway has developed to the consequence of the statement always says the same thing: "this statement always says the same thing: "this statement always says the same things of the statement always says the same thing: "this statement always says the same things of the statement always says the same thing: "this statement always says the same thing: "this statement always says the same things of the	See Continued #5.
3033	Snobar Buck				Angues in Section 2 from destinant based on the first of the control of the contr	The Comment #S;
3033	Social Stack				Purposes to be found assertment beamed in the feature alloy of the Conference of Tenderpotential (DC). The distancent is well a justify very prighting propriet factured in the tap-option of the feature and the conference of the	See Content 45:
3033	Sincer State				Purposes to be found assertment beamed in the feature alloy of the Conference of Tenderpotential (DC). The distancent is well a justify very prighting propriet factured in the tap-option of the feature and the conference of the	Sas Connect #5
3033	Social Buck			Do not widery too build	Angues in Section 2 from destinant based on the first of the control of the contr	
3033	Social State	Data Nessang	Source	Do not widery too build	Angueue in Section 2 from detailment bearing and the common line of the form of the common line of the commo	
10	Social Basis.	Date Recorded	Source	Do not widery too build	Angueue in Section as formed activations that and one of the first and the section and the section of the section and the section of the sect	See Contract #3: Projectors
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0	Contractor Name	Child Received: 3/6/2023	Source Ernati	Do not widen, his build Do not widen, his build Form: Constructly alternatives	Angues in Section 2 from detailment beautiful on the factor and the product of the project of the section of the project of the section of the project of the section of the project of the section of the project of the section of the project of the section of the project of the section of the project of the section of the project of the section of the project of the section of the project of the section of the project of the section of th	See Contract #5. Requirement See Contract #4.
0	Contractor Name	Outo Recursed: 5/6/2023	Source Ensait	Do not widen, his build Do not widen, his build Form: Constructly alternatives	Angues in Section 2 from detailment beautiful on the factor and the product of the project of the section of the project of the section of the project of the section of the project of the section of the project of the section of the project of the section of the project of the section of the project of the section of the project of the section of the project of the section of the project of the section of the project of the section of th	Son Continued #3: Recontinued #4:
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D.	Contractor Name	Data Newwork	Scores Great	On not wider, the build Do not wider, the build Topin Community afferms twee On not wider, the build	Angues in Section 2 from detailment beautiful on the following profession of the project in This account division and the section of the project in This account division and the section of the project in This account division and the section of the project in This account division and the section of the s	See Contract #5. Requirement See Contract #4.
0	Contractor Name	Date Notational 3/fl/2023	Sound Ernal	On not wider, the build Do not wider, the build Topin Community afternatives On not wider, the build Ast quality/Comain change	Angues in Section 2 from detailment beautiful on the following profession of the project in This account division and the section of the project in This account division and the section of the project in This account division and the section of the project in This account division and the section of the s	See Contract #5. Requirement See Contract #4 The Contract #5. See Contract #3.
0	Contractor Name	Data Nessend	Books Creat	On not wider, the build Do not wider, the build Topin Community afternatives On not wider, the build Ast quality/Comain change	Angues in Section 2 from detailment beautiful on the following profession of the project in This account division and the section of the project in This account division and the section of the project in This account division and the section of the project in This account division and the section of the s	See Contract #5. Requirement See Contract #4 The Contract #5. See Contract #3.
0	Contractor Name	Child Received: 3/4/2023	Source Error	On not wider, the build Do not wider, the build Topin Community afternatives On not wider, the build Ast quality/Comain change	Angular to Section 1. Section 2 for the control and co	See Contract #5. Requirement See Contract #4 The Contract #5. See Contract #3.
0	Contractor Name	Date Restrict \$76,2023	Source Creat	On not wider, the build Do not wider, the build Topin Community afternatives On not wider, the build Ast quality/Comain change	Angues in Section 2 from detailment beautiful on the following profession of the project in This paper of the section of the project in This paper of the section of the project in This paper of the section of the section of the section	See Contract #5. Requirement See Contract #4 The Contract #5. See Contract #3.
D.	Contractor Name	Date Newworld 5/6/2023	Source Errort	On not wider, the build Do not wider, the build Topin Community afternatives On not wider, the build Ast quality/Comain change	Angular to Section 1. Section declarates below the control of the Action of the Control of the C	See Contract #5. Requirement See Contract #4 The Contract #5. See Contract #3.
D.	Contractor Name	Suita Received N/ft/2023	Structor Errori	On not wider, the build Do not wider, the build Topin Community afternatives On not wider, the build Ast quality/Comain change	Angular to Section 1. Section declarates below the control of the Action of the Control of the C	See Contract #5. Requirement See Contract #4 The Contract #5. See Contract #3.
0	Contractor Name	Data Nessend 3/4/2023	Books Errori	On not wider, the build On not wider, the build Food Community alternatives Community alternatives On not wider, the build Air quality, 'colonial change On not wider, the build	Angues in Section 2 from detailment beautiful on the following profession of the project in This paper of the section of the project in This paper of the section of the project in This paper of the section of the section of the section	Temporeus See Connect #1 See Connect #1 See Connect #1 See Connect #1 See Connect #1
10	Contractor Name	Date force out 3/6/2023	Growth Ermal	On not wider, the build On not wider, the build Food Community alternatives Community alternatives On not wider, the build Air quality, 'colonial change On not wider, the build	Angular to Section 1. Section declarates below the control of the Action of the Control of the C	Temporeus See Connect #1 See Connect #1 See Connect #1 See Connect #1 See Connect #1

	1	1	1		TxDOT uses our very own taxes to pay for their very own unnecessary project to doubte down and widon on their very own midakes from the past. Who's sandtox are they playing in any wor? Are the taxpayers expected to sit back and accept the amogance of this federal/state algony? Have you ever heard the phrases: "adding insuft to injury?"	See Comment #5;
					Bogards, Sinclair Back FAA	
					arrant class for	
3035	Sincleir Black			Do not widen/	Resid Cover Mason and Channel	See Connect 45
				o build	Execut Copy, May are all Councit. Execut Copy, May are all Councit. Execut Copy, May are all Councit. Execut Copy, May are all Councit. Executive Copy, May are all Councit. Executive Copy, May are all Councit. Executive Copy, May are all Councit. Executive Copy, May are all Councit. Executive Copy, May are all Copy, May are al	
					Assis has taken limited advantage of possibilities like the TB/TBC in the past, it has been used for several milectors projects such as Mueler Airport Relevelopment, Walter Creek, and Seaholin Power Plant, However, cities like Houston and Chicona and every common prosetherior for high Assistance in expressed in investigation in extensive time for individual to the common project for the	
				Public	The LSS consider perceivants an increatible properties by to inquest in Justice's feature. View few THF/THFF means start with over 1.5% arran of employed perceivative as increatible properties to inquest in Justice's feature.	San Comment #13
				transit/Multim	This 35 corrisor represents an incredible opportunity to invest in Audin's Source. Navy few 197/18/2 cross start with over 136 across of undeveloped laind valued at zero as the starting point. The accrual of value, therefore, is exponented. The first ordinary flower in the contract of the UT compose and the Chemysood registration. The implementation of a 199 desired over the entire corrisor and begand was additionally recommendate by 210 in their UT contracts the Chemysood registration of a 199 desired over the entire corrisor and begand was additionally recommendate by 210 in their UT contracts the Chemysood registration of a 199 desired over the entire corrisor and begand was additionally recommendate by 210 in their UT contracts.	
				transportation Community alternatives	As an abbotic some of the second of the seco	See Comment #4
					properly. Not only could a TRIZ/TIF zone be a great source of economic development for the city but also the capping of the i-SS corridor would enhance the quality of life for Austrintes for years to come. Nearch.	
					Sinclair Black FAIA	
					Touhon if may recover	See Comment #5
					Takehen in the juraces. The restinor of the value beduned deedly above and in the same RDW as the surfers larses plus the incorporation of CD larses with the underground highway creates 4 low-speed access reads as opposed to the 2 high speed/dangerous access reads as possed to the 2 high speed/dangerous access reads as opposed to the 2 high speed to the 2 high speed to the 2 high speed to the 2 high speed to the 2 high speed to the 2 high speed to the 2 high speed to the 2 high speed to the 3 high speed to the 3 high speed to the 3 high speed to the 3 high speed to the 3 high speed to the 3 high speed to the 3 high speed to the 3 high speed to the 3 high speed to the 3 high speed to the 3 high speed to the 3 high speed to the 3 high speed to the 3 high speed to the 3 high speed to the 3 high speed to the 3 high speed to the 3 high speed to the 3	
				Do not widen/no build	Regards, Sindair	
				Public transit/Multimodal	Only building on the land presently wested by the current access roads has been suggested.	See Comment #13
				transportation		
				Community alternatives	There are no community alternative suggestions for building on top of the underground highway, just for clarification.	Sax Comment #4
					ToOT commissioners, Staff, and Consultants;	See Comment 8 20
					Lam on FI Boon resident with trough frequently to Austin for husiness. I have stough for extended periods including distance of the Canital True experienced 95 as a driver and as a nedestrian True read	
				Marie Control	extensively, about the project and various proposals. Now I have failed at the dark that the factor. Those comments must be addressed. I add my valied to urige you to use this opportunity to hald better, not sample bigger. There's you. So begins O Nan. Town.	
				Bike/ped safety	El Piaco, Tenais	
3036	Sito					
				Multimodal transportation	TIDAT's taken threeforn the highway may be suit intentionant for any not match the moment for bottom you of the liquid received orders in the annotes. This assess the secretary is discovered and accomplishment.	Sus Comment #20
				water and duraportation	TEOT's plain to widen the highway may be well-reference, but does not make the moment for Austo, one of the Masses growing crities in the country. This greath requires a visionary and comprehensive approach that contributes a retinue for recision set reduced and human powered wheels, walking, and fined branch. This fier, 135 planning has followed the previous century's mode clustering are more and or country in mode clustering are more for any country in the country or contributed in the country or country or country or co	
					The state of the s	
3037	Sky Costello			Do not widen/no build		Sue Comment #5
3037	Sky Costello	***************************************		Do not wider/no build	I oppose the expansion of 135 and the widering of the 155 right of way through central Austin. Expanding highways that out through chies is a costly and short sighted way to address congestion in urban areas. More lanes will only encourage additional traffic that will once again be just as congested within a few years. This is a wester of	See Comment #5
					resources. Expanding I-SS through our city is a terribile legacy to leave our kids.	
				Community Alternatives	Absentatives that modernize I-35 without expanding the ROW, such as Reconnect Austion, are a fair better solution, and Reconnect Austion has identified a smart way to help cover the cost of the project by repurposing some of the existing ROW for residential and commercial development.	See Comment 64
					repurposing some of the existing ROW for residential and commercial development.	
				Air Quality/Noise	I do not want to travel through Austin on noisy, congested, polisting highways.	See Comment #34
				Bike/ped safety	Event to trivel through Austin on safe, pleasant, walkable and bilwable streets.	See Correnat #30
				Bike/ped safety		See Comment #30
				Bike/ped safety	I respectfully request that TXDOT must mitigate traffic for the proposed 41st Street extension to Wilshire Blvd, which will increase traffic through the neighborhood significantly, being used as a curthrough to	Sea Comment 430 Sea Comment 49
				Bixay pad safety	I respectfully request that TXDOT must mitigate traffic for the proposed 41st Street extension to Wilshire Blvd, which will increase traffic through the neighborhood significantly, being used as a curthrough to	
	Soan				Inequality request Act TOOT must registe before for a proposed 41st Devel estimates to Wilders Block, which will receive a wrift; through the registerhood agenticantly, being used as a dictionage to transport the action of the control action. Inequal is adjusted in the interaction that would require a lith feart form of reada project directly to Argonit Block, which will receive a register of the control action. These you, distant Assam.	
3038	Sloan McLain	3/7/2023	Email	ttikay pad sahiriy Witahire	I respectfully request that TXDOT must mitigate traffic for the proposed 41st Street extension to Wilshire Blvd, which will increase traffic through the neighborhood significantly, being used as a curthrough to	
3038	Sloan McLain	3/7/2023	Email		Inequality request Act TOOT must registe before for a proposed 41st Devel estimates to Wilders Block, which will receive a wrift; through the registerhood agenticantly, being used as a dictionage to transport the action of the control action. Inequal is adjusted in the interaction that would require a lith feart form of reada project directly to Argonit Block, which will receive a register of the control action. These you, distant Assam.	
3038	Stoan Mctain	3/7/2023	Email		I respectfully request that DOOF must mitigate selfs for the proposed 41st Shoret estimates to Wilders Bird, which will increase shelfs through the resignations of significantly, being used as a dictionagle to expert their as 2000 resolvent about the content about the content of the content about the content of the content of the content about the content of the content of the content about the content of th	
3038		3/7/2023	Email Email		I respectfully request that DOOF must mitigate selfs for the proposed 41st Shoret estimates to Wilders Bird, which will increase shelfs through the resignations of significantly, being used as a dictionagle to expert their as 2000 resolvent about the content about the content of the content about the content of the content of the content about the content of the content of the content about the content of th	
	Sioan McLain Sofia Shapir o			Within	Inequality request Act TOOT must registe before for a proposed 41st Devel estimates to Wilders Block, which will receive a wrift; through the registerhood agenticantly, being used as a dictionage to transport the action of the control action. Inequal is adjusted in the interaction that would require a lith feart form of reada project directly to Argonit Block, which will receive a register of the control action. These you, distant Assam.	Sax Communt #9
				Within	Inspect of the TOCK max region set for TOCK max regions set for the proposed \$1.00 these enteriors to Windows Bank, which will nowwer self-clining the regionshood approximately, being used as a fact through its apparature of the second set of the second self-clining the second second self-clining the second self-clining the second second second second self-clining the second se	Sax Communt #9
				Within	Inspect of the TOCK max region set for TOCK max regions set for the proposed \$1.00 these enteriors to Windows Bank, which will nowwer self-clining the regionshood approximately, being used as a fact through its apparature of the second set of the second self-clining the second second self-clining the second self-clining the second second second second self-clining the second se	Sax Communt #9
				Wilshire Multimodal transportation	Integration was control and COOT man or service that COOT man or service that the COOT man or service that the COOT man or service that the COOT man or service that the COOT man or service that the COOT man or service that the COOT man or service that the COOT man or service that the COOT man or service that the COOT man or service that the COOT man or service that the COOT man of the COOT man or service that the COOT	See Comment 470
				Wilshire Multimodal transportation	Integration is provided in TOSC must regispas selfs for the proposed \$1.00 that elements to Williams Black, which all novement before to September 10 to \$1.00 that the proposed \$1.00 that the propos	See Comment 470
				Wilshire Multimodal transportation	Integration was control and COOT man or service that COOT man or service that the COOT man or service that the COOT man or service that the COOT man or service that the COOT man or service that the COOT man or service that the COOT man or service that the COOT man or service that the COOT man or service that the COOT man or service that the COOT man or service that the COOT man of the COOT man or service that the COOT	See Comment 470
3039	Sorial Shapir o			Wilshire Multimodal transportation	Integration is provided in TOSC must regispas selfs for the proposed \$1.00 that elements to Williams Black, which all novement before to September 10 to \$1.00 that the proposed \$1.00 that the propos	See Comment 470
3039	Sorial Shapir o			Williams Multimodal framportation Multimodal framportation On red widen into build	Integration is provided in TOSC must regispas selfs for the proposed \$1.00 that elements to Williams Black, which all novement before to September 10 to \$1.00 that the proposed \$1.00 that the propos	See Comment 470
3039	Sorial Shapir o			Wilshire Multimodal transportation	Integral to a 1000 companies of the Companies of the two proposed 41st these desirates in this Wilder Bold, which will increase white, through the suggisterious agenticantly, bump quark as a foll through to a support Bold as 1000 companies of the support Bold as 1000 companies of the support Bold as 1000 companies of the support Bold and the support Bold as 1000 companies of the support Bold and the support Bold as 1000 companies of the support Bold and the support B	See Connect #20 See Connect #30
3039	Sorial Shapir o		Ernal MyCapE+ Website	Williams Multimodal framportation Multimodal framportation On red widen into build	Assigned the second and IDCO must register that the proposed 41st these desires to this increase a self-comply the segmentary, being used as a cottonoget to import the segmentary to the proposed 41st these desires to the second as a self-comply to import the second as a self-comply to import the second as a self-comply to import the second as a self-comply to import the second as a self-comply to import the second as a self-comply to import the second as a self-comply to import the second as a self-comply to import the second as a self-comply to import the second as a self-comply to import the second as a self-comply to import the second as a self-comply to import the second as a self-comply the second as a self-comply to import the second as a self-comply the second as a self-comply the second as a	See Connect #20 See Connect #3:
3039	Sortu Snapir o o Soghia Benner		Ernal	Wilains Multimodal Paragonistics Multimodal Paragonistics Danel widen/no build Paragonistics Paragonistics Danel widen/no build Paragonistics Danel widen/no build	Integral to a 1000 companies of the Companies of the two proposed 41st these desirates in this Wilder Bold, which will increase white, through the suggisterious agenticantly, bump quark as a foll through to a support Bold as 1000 companies of the support Bold as 1000 companies of the support Bold as 1000 companies of the support Bold and the support Bold as 1000 companies of the support Bold and the support Bold as 1000 companies of the support Bold and the support B	Sec Comment 423
3039	Sortu Snapir o o Soghia Benner		Ernal MyCapE+ Website	Withins Multimodal framportation On real widen, his build Do real widen, his build Public transit, Multimodal benegarisation Do real widen, his build	Appendix on a 100 CF most mining gain selfs for the proposed 41st these desiration to Ministre Bold, which will increase selfs, though the suggisterhood approximation, bump used as a cottonogeth to Inspect a significant self-control appendix on the Inspect as significant and instruction that would require as inchessive that we control appendix on the Inspect as significant and instruction that would require as inchessive to make the Inspect as significant to the Inspect as significant to the Inspect as significant and Inspect as significant to the Inspect as significant to the Inspect as significant to the Inspect as significant to the Inspect as significant to the Inspect as significant to the Inspect as significant to the Inspect as Ins	See Communit #20 See Communit #20 See Communit #23 See Communit #23 See Communit #23
3039	Sortu Snapir o o Soghia Benner		Ernal MyCapE+ Website	Wilains Multimodal Paragonistics Multimodal Paragonistics Danel widen/no build Paragonistics Paragonistics Danel widen/no build Paragonistics Danel widen/no build	Integral to a 100 Company formation of the Company Service of the Company of the	See Communit #20 See Communit #20 See Communit #23 See Communit #23 See Communit #23 See Communit #23
3040 3041	Sofia Sinapir o Sighia Bannar	3/1/2023	Ernall MyCagEs Wester Communit Form	Wildeline Multimodal Suragentation Multimodal Suragentation Con not widen/no build Public Surage/Multimodal Suragentation On our eviden/no build Public Surage/Multimodal Suragentation	Appendix on a 100 CF most mining gain selfs for the proposed 41st these desiration to Ministre Bold, which will increase selfs, though the suggisterhood approximation, bump used as a cottonogeth to Inspect a significant self-control appendix on the Inspect as significant and instruction that would require as inchessive that we control appendix on the Inspect as significant and instruction that would require as inchessive to make the Inspect as significant to the Inspect as significant to the Inspect as significant and Inspect as significant to the Inspect as significant to the Inspect as significant to the Inspect as significant to the Inspect as significant to the Inspect as significant to the Inspect as significant to the Inspect as Ins	Sec Comment 423 Sec Comment 423 Sec Comment 423 Sec Comment 423 Sec Comment 423
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3040 3040 3042	Safa Sayor O Sayor	3/1/2023	Ernal MyCogf: Wateria- Commant Form Ernal	Wilains Multimodal Paragonistics On red widen/no build Da red widen/no build Pullet transit/Multimodal Paragonistics On red widen/no build Pullet transit/Multimodal Pullet transit/Multimodal Pullet transit/Multimodal Description General Support	Integral to a 100 Company formation of the Company Service of the Company of the	Sec Contract 423 Sec Contract 423 Sec Contract 423 Sec Contract 423 Sec Contract 423 Sec Contract 423 Sec Contract 423 Sec Contract 423
3040 3040 3042	Safa Sayor S	3/1/2023	Ernal MyCogf: Wateria- Commant Form Ernal	Wilains Multimodal Paragonistics On red widen/no build Da red widen/no build Pullet transit/Multimodal Paragonistics On red widen/no build Pullet transit/Multimodal Pullet transit/Multimodal Pullet transit/Multimodal Description General Support	Assembly Segues there in YOS must register the proposed \$1.00 the enteringeness to the proposed \$1.00 the enteringeness to the proposed \$1.00 the enteringeness to the proposed \$1.00 the enteringeness to the proposed \$1.00 the enteringeness to the proposed \$1.00 the enteringeness to the proposed \$1.00 the enteringeness to the proposed \$1.00 the enteringeness to the proposed \$1.00 the enteringeness to the e	Sec Contract 423 Sec Contract 423 Sec Contract 423 Sec Contract 423 Sec Contract 423 Sec Contract 423 Sec Contract 423 Sec Contract 423
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					Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-55 through Austin is one of the most congested modes yes generate in the State of Texas. As this seriously outsidest nodeway is often collected the Main Shorted Texas, as Hexans should call for bodd and decivities used control to transferom this circles stretch of infrastructures and making the Main Short of Texas, as the seriously outsidest nodeway that will accommodate the respirat or infrastructures and infrastructures and infrastructures and infrastructures and infrastructures and infrastructures and infrastructures and infrastructures and infrastructures and infrastructures and infrastructures and infrastructures and infrastructures and infrastructures and infrastructures and infrastructures and infrastructures and infrastructures are also infrastructures and infrastructures and infrastructures are also infrastructures and infrastructures are also infrastructures and infrastructures are also infrastructures and infrastructures are also infrastructures and infrastructures are also infrastructures and infrastructures are also infrastructures and infrastructures are also infrastructures and infrastructures are also infrastructures and infrastructures are also infrastructures and infrastructures are also infrastructures and infrastructures are also infrastructures and infrastructures are also infrastructures and infrastructures are also infrastructures and infrastructures are also infrastructures and infrastructures are also infrastructures are also infrastructures.	See Comment #8
					These Continues to Sign of Continues are No. Which are Not applied by the Sign of Sign	
					W 6th Szeet Suite 1600 Austin, TX 78701 HeritageTiteo/Furifixed Furifixed Public Temporary must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider any communication to change them as feaudulers. Please call your closing feam to confirm the Wire	
					Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID 19: Heritage Tife Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask. If you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling it or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you	
3047	Stacey Dunn	2/7/2023	Email	General Support	we value shared casing places central crops were to describe a present casing glance. Clean accordant with a revent casing glance and the passed from plan to the paster questing team. Present for the paster questing team. Present for the law appropriate professional professiona	
					This errait has been sen't to you in error. If you are not the infrarides recipient, you are investigated that you have received this errait in error and string all opposes and exceptions, discheritation, d	
3048	Staci Sprayberry	1/12/2023	Email	General Support	Date Chairman Rists and Connectionary: Think are for several lists that 15% broach Acotto is one of the most consisted markets severals in the State of Texas, As this serious/condition markets in other	See Comment #8
		4.1,			Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously-outfained readway is often called the Main Sheet of Texas. As Thosas should call for bold and decisive action to branchor this critical whether of indistructure less to a readway that will accommodate the report and immense growth we are experiencing in our great State. Accordingly, it among togology because prompts support for the Stat Special Express collection of 100°CU. Thanks you for your consideration of the state of t	
					request.	
					Dear Chairmen Bust and Commissioners: Thank you for recommising that 135 through Austin is one of the most completed southear segments in the State of Teas. As this seriously outlined readway is often	See Comment #8
3049	Stacy Armito	1/29/2023	Email	General Support	called the Main Street of Texas, all Texas should call for bold and decisive action to transform this critical shetch of inflastructure into a routewhy that will accommodate the rapid and immense growth we are experiencing in our great States. Accordingly, it am writing today to experience my completes experient or propriet or the 155 Copini Experse. Secretarial designs as proposed by TaxOOT. That kny your consideration of this request. Stage, Armip. 3 5001 Lawrin, Texas 18731.	
3049	Stacy Armijo	1/29/2023	Email	General Support	have Chemise Bagg and Commissioners. Printing in the recipility of the 12-55 through boths in any of the notice organized recibine agreement in the State of Fees. As this section position consists as where the recipility of the recipied of the recipi	
					agent responsive to dervering the massage to the mission recipient, is promoted.	See Comment #5
					I've lived in Austin for over 20 years but if given up in Houston. I choice to have kids here in this city because it wanted them to grow up in a place with less crime and more art, more beauty. When we put down roots here we did so believing that Austin wood grow senters, gove them. Everything we value in this city is at less right now because it dealer was not acquestly in regards and a capacity in regards.	
					Let me be clear—I'm not anti-growth. I love the energy, culture, food and diversity of an urban environment. After college I lived in Boston briefly, and I can honestly say that experience changed my life. For 7 months I lived without a car and did not miss it one bit. I knew having a car in Boston would be cost prohibitive and inconvenient. If the state of Massachusetts buildcoard historic buildings in Boston to build a 20 liane highway, we'd think they were insane. Yet someone thinking	
				Do not wider/no build	about drong in Austin makes serior? This would he a step backward for a city that his given received in the past and one of core about the world over as a projective, educated city, Aid the people of froutient if wideling their highways allevialed their faultic problems. Expending (15) and the people of the found in ordinary that the properties of the	
3050	Stacy Evans				copital of year be confestious at times, but Audin in your MWY—don't cut off your noise despital your face. Let's retirned to senses traitle to 1530. We need to be figuring out how to keep protestrains on the streets of Audin side—not coloring to the whites of popple who are passing through in their cars. Raise parking prices downtown 100kl You know what I'll do if that happens? Or if I can't park anywhere near where I'm going? I'll take the bus or the train—especially if I can be dropped off	
					Abdition 50 regions between Events (below 1 has the second of the second	
				Public transit/Multimodal	There is only one way to fix this and that is by investing in rail, investing in the infrestructure to make walking SAFE and PLEASANT so that people will gladly choose to walk over driving-for the health	See Comment #33
				transportation	benifits, the whant street life and the sevingd	
3051	Stefan Jakimovski	2/11/2023	VOH	General Support	I support the I-35 Capital express central project. The congestion is I-35 will just get worse with all the people moving to Austin. Please move forward with this project as it would significantly improve	See Comment #8
			1		commute times.	
3052	Stefan Rothe	3/7/2023	Email	Do not widen/no build	Ne ToCOT LOCOT, Bigger roads doesn't solve infiniatroucture problem! we need a believely or loop like Houston San Antonio or Challas. And NOT make one road sinder in hopes it will fix the traffic scenario w experience in this chyl	See Comment #5
3053	Stefan Sindair	2/9/2023	Phy sica	Do not widen/no build	have yet for agreeing the feature area of Microsovice Corpus. It is depresent the self-time of approximate of a feature for agreeing the feature of a feature for a feature for a feature for a feature for a feature for a feature for a feature for a feature for a feature for a feature for a feature for a feature for a feature for this 3.7 he turnow, and the feature for a feature for a feature for this 3.7 he turnow, and the feature for a feature for this 3.7 he turnow, and the feature for a feature for this 3.7 he turnow, and the feature for a feature for a feature for this 3.7 he turnow, and the feature for a feature for this 3.7 he turnow, and the feature for a feat	See Comment #5
			I Co		under airport bivd for padistrian crossing are very troubling. This entire area is dangerous already because of homeless camps / theft / itaguit drug use (disposed needles are a common sight). This will become another such area, making the area even more dangerous. 4. Traffic volume on 135 has not increased over 1.2% in the last 20 years. Therefore, it seems hard	
			mm ent			
3054	Stefanie	2/5/2023	MyCapEx Website - Comment Form	Caps/Deck Plazas	There needs to be Claps in the area from 6th street to fiverside. There is so much current walking traffic from each to west going to Rainey street, lady bird lake, 6th street, etc. The park space would make it more enjoyable and accessible and similar to a zilker park on the each side of town.	See Comment #42
3055	Stefanie Bulland	3/7/2023	Email	Do not wider/no build	MobilitySS Program Manager Tommy Atrago, Please Istem to the people of your city of Austra and everyone taking the time and concern to write to you, I oppose ISS expansion, please help increase trainsit ridership inclead of more traffic and other problems!	See Comment #5
3056	Andreis Verter	2/14/2023		Business/residential displacement	Do not expand 1-35 north of 45th streed it is detrimental to several small businesses that are vital to the community	See Comment #21
3056	Scenariae Layeor	2/14/2023	Comment Form	business/residential displacement	LOO NOT REPAIRS 1-30 HIGHTH OF 4-5010 SEPRENT IT IS GREAT HER THAN IT IS CLEAN PRICE OF THE CONTINUENCY	ONE CONTROL #21
					Dear 1-35 Capital Express Central,	See Comment #5
					Re 135 Capital Egress Central, Draft Environmental Impact Statement Thatis you for the treaformative work over the last sweeting years at the Teas Capathinent of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero goal of outling traffic deaths in half by 2035 and to zero you (2005 Centains were measurably more impactant than congestion and cost the people of the Austin region more - using National Sulley Council costs of creatives methodology to compare to Teas AAM Transportation Institute congestion or the Council Counc	
					by 2050. Crashes are measurably more important than congestion and cost the people of the Austin region more — using National Safety Ocunci costs of crashes methodology to compare to Texas ABM Transportation institute congestion methodology.	
					The Tesas Transportation Commission Minute bridge 11458.2 directs TAOOT Audition to "revit toward this goal of reducing the sumberior diseast has a considerable to be a considerable to the summary of minute towards and the summary of minute towards and the summary of minute towards considerable and the summary of minute towards considerable and the summary of minute towards considerable and the summary of minute towards and the summary of the summar	
					dealths on Texas readways by half by the year 2005 and to zero by the year 2000. I am concerned that the Draft Environmental Impact Statement does not include meaningful analysis that could help optimize the project toward this specific Road to Zero goal. While reaching zero traffic deaths by 2050 will require massive	
3057	Stephanie Bazan	3/7/2023	Email	Do Not Widen/No Build	The final Experiment of the commission for the commission of the c	
					project to and traffic deaths.	
					MobilityS Program Manager Tommy Atrogo,	See Comment #5
3058		3/7/2023			while the November House and the Section of the Sec	
3058	Stephanie Belt	3/7/2023	Email	Do not widen/no build	and all the expansion did was worsen the traffic and others' safety. I DO NOT want to use an intensine highway to travel within Austin limits. This will ruin all the appeal to Austin. I pay PLENTY of taxes and I expect the people at TxDOT, Austin City Council and others to stand up for what I believe is right.	
					Manifest Program Manager Entropy Storage (Tempor Storager Entropy Storage Entr	See Comment #5
			1	Do not widen/no build	The proteem of traitic congestion on 1-35. It is proven over and over again that expanding larses of a highway does not reduce traific. Expanding the highway will only encourage more people to use it, leading to more congestion in the long run. Any short term congestion gains would encourage more people to drive until congestion was as bad or worse before. When 1500ff widered Houston's Kary Freeway to 23 lance, average peak congestion times rose by 40%. Expect a similar result in	
3059	Stephanie Borel		1	NAME OF THE PARTY	Furthermore, the proposed expansion will cost tapayers billions of dollars. This money would be better spent on alternative transportation solutions that will have a greater positive impact on the community and the environment.	
3039	Aprilance DOTAL		1			
				Public transit/Multim	In conclusion, I urge you to reconsider the proposal for expanding A-SS highway in Austin. We need to prioritize the well-being of our communities, invest in sustainable transportation solutions, and find ways no for nature our relations on care. I hope that you will take my concerns sensually and make the right decision for the people of Austin.	See Comment #13
	<u> </u>	<u> </u>	<u></u>	transit/Multim dal transportation		
3060	Stephanie Charon			Do not widen/no build	MobilityS5 Program Manager Tommy Arrago. 1099025 Polymore for S5 and 1099025 expension. ToCOTs proces in this project is flawed: 1 ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost, all highway expensions, the access of firming recently and not failure changing is lawed. Highway expensions DOMT work.	See Comment #5
				Air quality Reroute to 130	They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #558 See Comment #3
				nerousé to 130	I get so annoyed by 25 already bc of the construction den't add more and nois austint! I expect TxCOT, Austin City Councit, and other representatives to stand up for me.	UNIX DUCKTORIUS PLA
3061		1/31/2023	MyCapEx Website -	Public	We need better public transportation in Texas.	See Comment #13
			MyCapEx Website - Comment Form	Public transit/Multim dal		
3062	Stephanie Hall	3/7/2023	Email	Multimodal transportation	MobilityS Program Manager Tommy Abrogo,	See Comment #20
					Association Regions Resigned Temporal Security (International Security Programs (International Secu	
3063	Stephanie Johnson			Do not widen/no build	M* TADOT TADOT, Helifo,	See Comment #5
			1		Istrongly oppose expanding (15). This proposed project will worsen pollution, not make trieval around Austin any safer, and it will serve to discourage the use of mass trainit, which is what Austin REALLY needs. Stop contributing to climate change. The massive amount of hard surfaces will create hot spots when what we actually need are more green spots.	
3064		2/6/2023	Email	Community alternatives General Support	You need to consider alternatives to this plan, like Reconnect Austin. Internative highways should never go through a town, especially bisecting it.	See Comment 44 See Comment 48
3064	Stepha nie L. Shrocell	2/6/2023	tmail	General Support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 1.55 through Audin is one of the most congusted readway segments in the State of Texas. As this seriously outsided readway is dhan called the Mark Street of Texas, as It is exercised used to be seen as the commissioner of the seriously outsided readway in the seriously outsided in section by seriously outsided readway in the seriously outsided in section by seriously outsided to seriously the seriously outsided in section by seriously outside sepond to seriously the seriously outside sepond to seriously outside sepond to seriously because seriously sepond to seriously se	SAN LUMMININI PO
	NU DES				request.	
ID.	Commenter Name	Date Received	Source	Yosic	Comment	Proposas

					MobilitySS Program Manager Tommy Alrego, Hello,	See Comment #5
					The Age have been a supplemental bandermen and I am a resident of City Council District 1 in Audin, TX. I'm writing because I deeply oppose the current plan for the "EXOT expansion of 155 through downtown Audin. Addressing the congestion issue first, I do not think that expansing the highesy because from the accession from the 20 bears on the part of the council plan of the second of the sec	
				Do not widen/no build	or not return used experience government of production of the control of the cont	
					stretched to a maximum with the current population (which continues to grow).	
					Addressed on the section of a security flow and programs, and while it is low to the low does not be an in the low of the	See Comment #3
					ADDUCTION OF MERGING WHITE TO BE THE STATE OF THE STATE O	
3065	Stephanie				about how harmful this construction was to non-White communities and that the highway still stands as a physical benine of segregation toology. Then, immediately after stating this, it is proposed that this barrier is to become far larger and more visibly present in our city? And this is meant to be a solution to this shameful part of our city's history? Absolutely abhorrent is not a solution, so not inside solution to this shameful part of our city's history? Absolutely abhorrent is not a solution, so not is solution to this shameful part of our city's history? Absolutely abhorrent is not a solution, so not is solution to this shameful part of our city's history? Absolutely abhorrent is not a solution, so not a solution, and it is an active not set that are homeful part of the solution to the solution of the solution	
3003	Maddamma			Racial justice	stating that it is supposed to be halpful.	
					Thank you for your time and your consideration.	
				Community alternatives	A better solution would be to pour more of these funds into redirecting non-local and passerby trieffic out of the heart of the city (similar to what is proposed in the Rethink 35 proposed)	See Comment #4
				Public	and also to now such funds into making a more noticed making transportation outside white the city. The amount of nonlession that can be restricted if we have more records critical brases into the city world be	See Demonst #13
				transit/Multim	and also to poor such funds into making a more robust public banagorisation system within the city. The amount of congestion that can be reduced if we have more people inding boses into the city would be for more bandfulf their expectating the highways incorporate more whether. In order to incentifying people to take it to be about ones, our system resels represented and likely more whiches so that boses can execut tage, study for more as a reasonable experienced pointment (5.5 in facility of between boses instead of borness to a transition.)	
				transportation	the result and a study tree foliage is a resource study in the result (2.2) introduce obtained to 30 introduce of 31 introduce	
3066		1/12/2023	Email	General Support	Date Chairman Bugg and Commissioners: Think you for recogniting that 135 through Audin is one of the most congented routiney agreems in the State of Tease. As this seriously outdated routiney is offer control that the seriously outdated routiney is offer control that the seriously outdated routiney is offer control that the recognition of the seriously outdated routiney is offer or control that the recognition of the seriously outdated routiney is offer or control that the recognition of the recognitio	See Comment #8
		4			Date Chairman Bugg and Commissioners: Thinky you for recognizing that LSS through Justin is one of the most competed reducing segments in the State of Tessa. As this seriously outdand readway is of the countries of Tessa, at Eleans solved of the Osa at Eleans solved and for food and network each onto to transform for indicid settle of informations in the accumulation are registed and immissing growth we are experiencing in our great States. Accordingly, I am writing today to express any complete support for the LSS Capital Express Central design as proposed by TiCOT. Thank you for your consideration of this request.	
						New Comment 45.
1	1	1			Dear Chairman Bugg and Commissioners: Thank you for ecognizing that 135 through Audin is one of the most congested readway segments in the State of Texas. As this seriously outsisted readway is other culted the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infestivutive into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #S
3067		2/7/2023	Email	General Support	cases the wall before it relate, a section before a contract contract or an extract or interaction of the related by the section of the secti	
3007		4/1/2023	email	sement support	please ruply with "unsubscribe" in the subject line. The information presented is not an office or context, is subject to change willout notice, and does not amend any applicable customer agreement, the terms of which govern and context. Please risk, we applicable, to the partiment pricing schedule, customer agreement, end/or disclosure for additional details or pricing. All products/services are subject to terms and contitions and may be subject to qualification requirements, could approve, (less or could approve, (less or continued and continued and the pricing of the continued and the subject to terms and contitions and may be subject to qualification requirements, could approve (less or continued and the subject to terms and continued and may be subject to terms and continued and may be subject to terms and continued and may be subject to terms and continued and may be subject to terms and continued and may be subject to terms and continued and may be subject to qualification requirements.	
		1			credit approach, feet, and	
3068	Stephanie		My	Multimodal transportation	change. Internal Lise This plan is huriful to all of Austin. The city needs to find a solution that discourages car use, encourages public transportation, and doesn't take away homes and businesses.	See Comment #20
	Saulmon		Cap Ex	East/West Connectivity	Acriss together the wast and west parts of town	See Comment #20
3069	Stephanie Thomas	2/11/2023	We MyCapEx Website -	Do not widen/no build	Please do not expand north of 45th street.	Saw Comment #5
3000	ampround manage	-,,	Comment Form			
3070	Stephen Bedell	2/7/2023	Email	General Support	Due Chairmen Bugg and Commissioners: Thank you for recognizing that 158 through Audit is a real of the recot congusted makesy supposes in the State of Texas. As this surricus published makesy is often used to the State of Texas. As this surricus published makes you did not state of the stat	See Comment #6
					Accordingly, I aim writing toolsy to express my complete support for the I-SS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this recessed. Section Bodd!	
			MyCapEx Website -		Dear Chairman Bugg and Commissioners:	See Comment #8
			Comment Form		has been considered by a superior and the superior and th	
3071	Stephen Bedell	3/7/2023		General Support	white in support of the I-SS Capital Express Central design as proposed by TuDOT. Thank you for your dedication to serving the citizens of Tessas.	
					Our Charmon Plag and Commissioners All this poll for reciping that I Shrough, Audit is one of the most composed readway segments in the State of Teas. At this seriously contained readway is after called the Main State of Teas, all Teams should call for failed and decisive action to transform this critical intent of information are in another, the second are intentionally and information great State. Activities the Commission of the Commis	See Comment #8
3072	Stephen Brkich	3/7/2023	Email	General support	action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immerse (month) or the control of the control	
					Mobility35 Program Manager Tommy Atrego,	See Comment 45
					I am a resident and homeowner in Austin, and live right off 1-55 at E 51st street. As someone who wakes up every remining to the sound of traffic on 1-35 and goes to bad every right, with the sounds of 1-35 traffic, I am intimately familiar with the shortcomings of this highway. Sempley put, I oppose SCHOOT's fain for the fature of 1-53, and 1 or well-weighted properties of 1-35.	
					Naving previously lived in Houston, The seen fristhand from the expansion of the Katy Freeway led to even longer communities, more risky larse changes, endies construction—all without attendant praffic in any meaningful way. The process by which ThOOT has generated but the process the process that the process of the pro	
					Samily for YEARS to come). The concerned that TAOOT has ignored the lesson of Kay and the principles of induced Demands by using flawers amongs of the Varific impacts of this project. I'm concerned about the destruction of businesses that are stressed value. Section 16.4. Section 1	
					Teass has the opportunity to lead the nation if not the world in building a community that provides transportation options for everyone from long-haul truckers, to commuters, to families riding bicycles or walking in their own neighborhoods, but I-	
				Do not widen/no build	MANISTER, Program Manage Transpro National Program Particles (1994 and 1995 and 5 Seed Feed 1995 and 5 Seed 1995 and 5 Seed Feed 1995 and 5 Seed	
3073	Stephen Duke			Do not widen/no build	These has the apportunity to last the extract in if it the works in holding is a commonly that provides interportation options for everyone for montplaint browns, to commonly, the provinces of the provides interportation options for everyone for mon topic desired browns. The common is a second of the provinces	
3073	Stephen Duke			Do not wider/no build	control for the section of the secti	
3073	Stephen Duke			Do not widen/no build	Takes have despositively to seed the solar of it for the world in habiting a commonly that growthen interpretation options for everyone from the region for the control in the solar of the control in the control interpretation option for everyone from the region for the control interpretation option for the control interpretation of the control interpretation option for the control interpretation option for the control interpretation option for the control interpretation option for the control interpretation option for the control interpretation option for the control interpretation option for the control interpretation option for the control interpretation option	
3073	Stephen Duke			Do not widen/no build	control for the section of the secti	
3073	Stephen Duke				country (In several this study potent occurs may recipit only to great any any of the cold bearing and any of the death death and only the cold bearing and	
3073	Stephen Duke			Do not wider/no build Do not wider/no build Reroute to 130	control for the section of the secti	Sea Comment #3
3073	Stephen Duke				country (Investment that still patient country (Investment that can be also replaced and the action of the data bears and other contents that can be also perpose to committee designations and country (Investment that can be also also perpose to committee designations and country (Investment that can be also perpose to committee designations and committee that can be also perpose to committee that can be also perpose that can be also perpose that can be also perpose that can be also perpose that can be also perpose that can be also perpose that can be also perpose that can be also perpose that can be also perpose that can be also per	
3073	Stephan Duke				country (Investment that still patient country (Investment that can be also replaced and the action of the data bears and other contents that can be also perpose to committee designations and country (Investment that can be also also perpose to committee designations and country (Investment that can be also perpose to committee designations and committee that can be also perpose to committee that can be also perpose that can be also perpose that can be also perpose that can be also perpose that can be also perpose that can be also perpose that can be also perpose that can be also perpose that can be also perpose that can be also per	See Contract 43 See Contract 421
3073	Stephen Dulke				country (Investment that still patient country (Investment that can be asked as for any country (Investment that can be asked as for any country (Investment that can be asked as for any country of the patient that can be asked as for any country of the patient that can be asked as for any country of the patient that can be asked as for a scaledar, my firm, and of the scaledar of the patient that can be asked as for a scaledar of the patient that can be asked as the patient that can be asked as the patient that can be asked as the patient that t	
3073	Stephen Dulle Stephen Fisher	2/17/2023	Email		country (In several this study potent occurs may recipit only to great any any of the cold bearing and any of the death death and only the cold bearing and	
		2/17/2023	Email	Remote to 130	country (Investment that still patient country (Investment that can be asked as for any country (Investment that can be asked as for any country (Investment that can be asked as for any country of the patient that can be asked as for any country of the patient that can be asked as for any country of the patient that can be asked as for a scaledar, my firm, and of the scaledar of the patient that can be asked as for a scaledar of the patient that can be asked as the patient that can be asked as the patient that can be asked as the patient that t	
		2/17/2023	Email	Remote to 130	country (Investment that still patient country (Investment that can be asked as for any country (Investment that can be asked as for any country (Investment that can be asked as for any country of the patient that can be asked as for any country of the patient that can be asked as for any country of the patient that can be asked as for a scaledar, my firm, and of the scaledar of the patient that can be asked as for a scaledar of the patient that can be asked as the patient that can be asked as the patient that can be asked as the patient that t	
		2/17/2023	Email Email	Remote to 130	country Ties were the sample potent occurs may recognize the groups and transport to the sample and safety the	
3074	Stephen Fisher	2/17/2023		Remote to 130 Business/nastertial displacement.	country (Investment that still patient country (Investment that can be asked as for any country (Investment that can be asked as for any country (Investment that can be asked as for any country of the patient that can be asked as for any country of the patient that can be asked as for any country of the patient that can be asked as for a scaledar, my firm, and of the scaledar of the patient that can be asked as for a scaledar of the patient that can be asked as the patient that can be asked as the patient that can be asked as the patient that t	
3074	Stephen Fisher	2/17/2023		Remote to 130 Business, residential displacement On our widen, the health	country Ties was with the safety potent occurs and review groups of the groups and any other and the same of the safety potent occurs the same of the safety potent occurs of the same of the safety potent occurs of the same of the safety potent occurs of the same of the safety potent occurs of the same occurs of the same occurs of the safety potent occurs of the safety potent occurs of the safety potent occurs of the safety potent occurs of the safety potent occurs of the safety potent occurs of the safety potent occurs of the safety potent occurs occurs occurs occurs on the safety occurs oc	
3074	Stephen Fisher	2/17/2023		Remote to 130 Business/nastertial displacement.	country Ties were the sample potent occurs may recognize the groups and transport to the sample and safety the	
3074	Stephen Fisher	2/17/2023		Revenue to 1.30 Business/residential displacement Cor not wider, his build Revenue Justice	country. This was the based position occurs not are required program as the product of the data bears, and three desires that can be all positions to the contract of the product of the data bears and three desires that can be all positions to the contract of the product of the data bears and three desires that can be all positions to the contract of the product of	See Comment #3 See Comment #3 See Comment #3
3074 3075	Stephen Fisher Stephen Gonzalez	2/17/2023		Remote to 130 Business, residential displacement On our widen, the health	country. This was well has single pattern country or region of the glob beautiful to the country of the country	Sea Connect #22 des Connect #3 Sea Connect #3 Sea Connect #3
3074	Stephen Fisher	2/17/2023		Revenue to 1.30 Business/residential displacement Cor not wider, his build Revenue Justice	country. This was well has single pattern country or region of the glob beautiful to the country of the country	See Comment #3 See Comment #3 See Comment #3
3074 3075	Stephen Fisher Stephen Gonzalez	2/17/2023		Bureale to 130 Business, residential displacement On our existence hashed Reside justice Reside to 130	country. This was well has single pattern country or region of the glob beautiful to the country of the country	Sea Connect #22 des Connect #3 Sea Connect #3 Sea Connect #3
3074 3075	Stephen Fisher Stephen Gonzalez	2/17/2023		Bureale to 130 Business, residential displacement On our existence hashed Reside justice Reside to 130	country. This was the based position occurs not are required program as the product of the data bears, and three desires that can be all positions to the contract of the product of the data bears and three desires that can be all positions to the contract of the product of the data bears and three desires that can be all positions to the contract of the product of	Sea Connect #22 des Connect #3 Sea Connect #3 Sea Connect #3
3074 3075	Stephen Fisher Stephen Gonzalez	2/11/2023		Business to 120 Business, residential displacement On out widen, riso build Flacial justice Flacial justice Do not widen, riso build	country. The sease will be spile potent own own own region of large black which we shall be spile potent or security of the sease which a spile potent or security of the spile black which the sease of the spile black which the spile black whi	Sea Comment #52. Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5
3074 3075	Stephen Fisher Stephen Gonzalez	3/17/2023		Bureale to 130 Business, residential displacement On our existence hashed Reside justice Reside to 130	country. This was well has single pattern country or region of the glob beautiful to the country of the country	Sea Connect #22 des Connect #3 Sea Connect #3 Sea Connect #3
3074 3075	Stephen Fisher Stephen Gonzalez	2/17/2023 Anison		Remarks to \$300 Business/residential displacement Do not existency residential displacement Transact position Personal position Do not existency to build Laters/Volumed Damased	watery Tiles was the based posted operation cannot be required to propose the proposed by the	See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3
3074 3075	Stephen Fisher Stephen Gonzalez	2/17/2023		Business to 130 Business, residential displacement On out wider, rice build Flacial justice Flacial justice Do not wider, rice build Later (richoused Demand Community, Alternatives	motory. The sew will be safely potent own own own regions of the globes, more price as the many part of and of the exist bear and any part of the sew of the safe part of the sew of the safe part of the sew of the safe part of t	Sea Comment #53 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #58
3074 3075 3076	Stephen Fisher Stephen Gonative Stephen Gonative	140,000	VOH	Remarks to \$300 Business/residential displacement Do not existency/residential displacement Transact position Personal position Do not existen/residential build Laters/Verbised Demarks	monty. The season of the price potent mouse more many merges and region and season of the action was an extra region of the price and the season of the price and the season of the price and the season of the price and the season of the price and the season of the price and the season of the price and the season of the price and the season of the price and the season of the price and the season of the price and the season of the price and the season of the price and the season of the price and the pric	See Comment #31 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #4 See Comment #4 See Comment #4
3074 3075	Stephen Fisher Stephen Gonzalez	2/17/2023		Business to 130 Business, residential displacement On out wider, rice build Flacial justice Flacial justice Do not wider, rice build Later (richoused Demand Community, Alternatives	monty. The season of the price potent mouse more many merges and region and season of the action was an extra region of the price and the season of the price and the season of the price and the season of the price and the season of the price and the season of the price and the season of the price and the season of the price and the season of the price and the season of the price and the season of the price and the season of the price and the season of the price and the season of the price and the pric	Sea Comment #53 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #58
3074 3075 3076	Stephen Fisher Stephen Gonative Stephen Gonative	140,000	VOH	Business, Insale of tall displacement of the Comment watery 16 was well to safety potent owner or the region of the globes, more soften as the same of the globes of the same of the globes of the same of the globes of the same of the globes of the glob	See Comment #31 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #4 See Comment #4 See Comment #4	
3074 3075 3076	Stephen Fisher Stephen Gonative Stephen Gonative	140,000	VOH	Business, Insale of tall displacement of the Comment motory. This was the bits and post potent vacuum to me one year groups of the grows because the bits and the property of the p	See Comment #31 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #48 See Comment #48 See Comment #48 See Comment #48 See Comment #48 See Comment #48	
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3074 3075 3076	Stephen Fisher Stephen Gonatez Stephen Golden Stephen Golden	2,6/2023	VOH Street	Revenue to 1.30 Business, Presidential displacement, Do not widen/vio build Flaccial justice Flaccial justice Flaccial justice Laterity/induced Demond Community, Alternatives Loans' Speed Limits Community Speed Limits Community Speed Limits	wordy. The search of a high position can be sent to say the position of the common and the commo	See Connect #31 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #4 See Connect #4 See Connect #4 See Connect #4 See Connect #4 See Connect #4 See Connect #4 See Connect #4 See Connect #4 See Connect #4
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3074 3075 3076 3077	Stephen Frisher Stephen Consolite Stephen Consolite Stephen Confine Stephen Alfrey Stephen Pylor	2,6,5023	VOH Street	Remarks to \$150 Business/residential displacement Do not wider/not build Remarks/residential displacement Florents justice Florents to \$130 Do not wider/not build Laters/indused Demand Command/s Alternatives Laters Support General Support On not wider/not build	wordy. The search of a high position can be sent to say the position of the common and the commo	See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #4 See Connect #4 See Connect #4 See Connect #5 See Connect #4 See Connect #4 See Connect #5 See Connect #5 See Connect #6 See Connect #6

				Do not widen/no build	To whom it may recover	See Comment #5
					To whom its may concern, This a passionate colour of this city and I deeply care about its wellbeing. If this goes through, you'll all not in half.	
				Racial justice	Expanding a historically racest intentiate that cuts directly through our oily has no benefits whatpoever, will waste taxpayer dollars and cause more harm than good.	See Comment #3
3080	Stephen Troisno	4:00,000		Latent/Induced Demand	To been proces for discussion that depending highways does not allivate buffic and only makes it notes, it entitions people to drive instead of laking positio transit, being or eating and spurin just going to eat up have all off the second building been to be builded more shall, it is an endition sport flar price can equal to a collect flow of the second building been to be builded more shall, it is an endition sport flar price can equal to a collect flow that does that has shall not do not be a collect flow that the second that the sec	Sec Comment #13
				Air quality/noise	The clearly wasting my from hears. Life it is gaing to do this anyway, and winn giving to be the ones who suffer. You won't laten. You never laten. You're listen. You're listen to this mid her responsible for more deaths on the read, may published in an original more tax distins reason.	See Commeré SA
3081	Stephenie Martin	3/7/2023	Email	Do Not Widen/No Build	MobilityS Program Manager Tommy Abrego, bad idea	See Comment #5
ID	Commenter Name	Date Received	Source	Topic	Comment	Responses
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that 13-55 through Austin is one of the most congested readway segments in the State of Texas. As this seriously confested readway is often called the Main Street of Texas, all Texas should call for bold and decisive	See Comment #8
3082	Steve Ambrose	3/7/2023	Email	General Support	Our Cleams higg and Commissions. If the property of the prope	
					Mobility55 Program Manager Tommy Atregio,	See Comment #5
3083	Stove Beers			Do Not Welson/No Build Do Not Welson/No Build Generality Alternative	The ROWARD AND COLUMN C	To Company 4
				Community Americanies	Adapting the proposal by theorement. Audin, any new high-leved feeing lives about 5 in on-step through constrown and UT areas, covered over with a concrete and soid opt, with the resulting ground-level assess used for urban mixed development chossing, jiets, parks, potentiars jiblass,	See Continue es
3084	Steve Brenster	1/30/2023	Email	General Support	Our Claim Made State Commensuration in the point of required (part 104 States in our of the received r	See Comment 48
3085	Steve Burch	1/12/2023	Email	General Support	Date Chairmen Bugg and Commissioners: Thesh you for recognizing that 155 brough Audin is one of the most compound readway segments in the State of Teass. As this seriously outside of sealed with the seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of Teass.	See Convent 68
3086	Steve Dalbey	3/6/2023	Email	General Support	Due Cleams high get of Commissioners. If the Commissioners were a second of the Commissioners with the Commissioners of the Commission	See Comment #8
3087	Steve Erryneric	3/7/2023	Email	Da net widen/ha bueld	This is the service of the service o	Sea Comment #5
3088	Steve Gerson			Do not widen/no build	Taking the Manager Transport Services (and the Services of Services and Services of Services (and Services of Services of Services of Services). The services of Services of Services (and Services of Services) in Services (and Services of Services) in Services (and Services of Services). The services of Services of Services (and Services) in Services (and Services) in Services (and Services) in Services (and Services) in Services (and Services) in Services (and Services) in Services (and Services) in Services (and Services) in Services (and Services) in Services (and Services) in Services (and Services) in Services) in Services (and Services) in Services (and Services) in Services) in Services (and Services) in Services (and Services) in Services) in Services (and Services) in Services (and Services) in Services) in Services (and Services) in Services (and Services) in Services) in Services (and Services) in Services) in Services (and Services) in Services (and Services) in Services) in Services (and Services) in Services) in Services (and Services) in Services) in Services (and Services) in Services (and Services) in Services) in Services (and Services) in Services) in Services (and Services) in Services) in Services (and Services) in Services) in Services (and Services) in Services) in Services (and Services) in Services) in Services (and Services) in Services) in Services (and Services) in Services) in Services (and Services) in Services) in Services (and Services) in Services) in Services (and Services) in Services) in Services (and Services) in Services) in Services (and Services) in Services) in Services (and Services) in Services) in Services (and Services) in Services) in Services (and Services) in Services) in Services (and Services) in Services (and Services) in Services (and Services) in Services (and Services) in Services (and Services) in Services (and Services) in Services (and Services) in Services (and Services) in Services (and Services) in Services (and Services) in Services (and Services) in S	See Connect 45
				Reroute to 130	One possible route for the new internate 35 mode to (coming from south to morth), the current freesay-up to then White, taking over 71 going each peat the airport, connecting to 210 going conth, then connecting to 200 coming back west to 255, then falsing over 235 going from to join the present US.	See Comment 43
				Bury/tunnel	As alternative could be to have the good budseed on the surface and a burse and excess and a burse of sign speed traffic, with early to the bursel plan form of Lodg (but Lake, an entywer of MLX, and the surface) of the surface and a bursel of the surface and a bursel of the surface. As a surface and the surface and the surface and the surface and the surface and the surface and the surface and the surface and bursel and contract of the surface and the surface and the surface and bursel and the surface and the surface and bursel and the surface and the surface and bursel and the surface and the surface and bursel and the surface an	Sec Connect #25

3089	Steve Hall	1/27/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outstated readway is often collect the Main Street of Texas, all Texass should call for bold and decisive action to transform this critical streeth of infestructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Disment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iffrom	
3090	Steve Hamlett	2/3/2023	Email	Reroute to 130	No, I do NOT favor the I-35 project as currently proposed. Find a way to convert 130 to the 'new' 35. Convert the current I-35 to a business route. Regards, Stew Hamsett. Sent from my iPhone	Seconment 43
3091	Steve Hannigan			Do not widen/no build	MobilityS Program Managor Tomoy Abrego, Yay Yali Pasas, Kup The 3 St expansion.	See Comment #5
					r man, map are ros ou spendous.	
				Reroute to 130	Far too many will be displaced and the city will be disfigured.	See Comment #3
				Air quality	If you'd like a preview of how well it'll go, please visit the Katy Freeway any time between 4:30 and 9PM any day. As a Tenan of 30 years, fin all but begging you to stop it.	See Comment #558
3092	Steve Klabnik			Do not widen/no build	MobilitySS Program Manager Tomny Azrego, I nom a condorbat overlooks 3-55. My bestroom window faces the highway, and I hear it overy night as I go to sleep.	See Comment #5
					I own a condo that overlooks I-35. My bedroom window faces the highway, and I hear it every night as I go to skeep.	
			-	Reroute to 130	Highways should not go through oties. It would be better for everyone, residents, drivers, pedestrians, if the highway was re-routed around the city, and ISS was turned into something like it was before the highway, a boulevand.	See Comment #3
				Air quality	1-35 should not be expanded. If fully oppose the plans for 1-35 and I oppose expansion. Everything about the way this has been conducted has had huge issues: no recognition of induced Demand, no recognition of failures trying this sort of thing in other places (like the Katy Freeway), and the further despering of a historic reddine.	See Disment #558
3093	Commenter Name	Date Received 2/23/2023	Source	Topic Do not widen (no build	Commet Mr hoot spot	Regionals See Compart 5
3083	anne racas	2/23/2023	Ciai	DO HAL WARRY HA DON'D	Stop the madhesis, this has never worked, just look at Houston or LA	The Control of Control
3094	Steve Lucas			Do not widen/no build	Mr Tubort Tubort,	See Comment #5
					1 oppose expanding (-35. Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or	
					bisydrige. This project, will discourage walking and bisyding and trainsit use. Wild a notificing historype through them are not what I want for Justice I was seen and walkable and historype.	
					Experience on scenes desire, or desays dept propriess, recoloring of, water, and rose positions, have dead to expect the scenes desire, or desays dept propriess and reconstructions of the scenes desired and the scenes desired and the scenes desays desired and the scenes desays desired and the scenes desays desired and the scenes desays desired and the scenes desays desired and the scenes desays desired and the scenes desays desired and the scenes desays desired and the scenes desays desired and the scenes desays desays desired and the scenes desays desays desays desays desired and the scenes desays desays desays desays desays desired and the scenes desays des	
				Community alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethink 35, to be fully studied	See Comment #4
3095	Steve Oden	2/7/2023	Email	General Support	Due Chairman Bugg and Commissioners: Their you for recognizing that LSS through Audin is one of the most congested neadway segments in the State of Tessa. At this seriously additional neadway is often collect to Made The	See Comment #8
3098	Steve Rutledge	2/21/2023	VOH	General Support		See Comment #S
3090	Doese rozpiedke	2/21/2023	vun	General Support	Delives it is best to support Modified Build Alternative 3 in the LSS Relatings; The advantages to the city will be immerse in so many ways. It will provide great infeative-ture while also correcting parts of two city more effectively. when you must be known and to seeing this impressive project get accomplished.	DAM LOTTERED AS
					, grantippen	
3097	Steve T. Matthews	2/9/2023	MyCapEx Website - Comment Form	General Support	IH-35 has been in dire straits for years. This project needs to get the green light to keep Austin a moving part in bringing more business to Austin and keep businesses and trade moving forward. All directions	Sea Comment #8
			Comment Form		HSS has been in dire strain for years. This project needs to got the green light to keep Austin a moving part in bringing more business to Austin and keep businesses and trode moving forward. All directions of the project of the second projec	
					As a resident of the North Loop neighborhood in Assistin, I appreciate the opportunity to provide comments on the dealt Environmental Impact Statement for the Capital Express Central Project. Having carefully considered the alternatives presented in the DBS, I uge 1500T to choose the his Build Attenuative because the benefits of Modified Build Attenuative 3 would not, justify the coats and impacts on the community. As noted by many well-	See Comment # 5
					informed members of our community:	
					Expanding the highresy would not aliminate congestion due to induced Demand. NiCOT can improve highway safety immediately by reducing the speed limits on the highway and access reads.	
					 The project riself would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. The project would encourage the use of single-occupancy whickes, promote urban sprawd, and hinder progress toward reaching goals of the Austin Climate and Equity Plan. 	
					NO. The project theory goods or the project or familiar plant as leading to the control of the project of the p	
3098	Steve W	3/3/2023	Email	Do not widen/no build	It limited. "COST distincts by parts Markel Ball Members," Desired by part of COST beauth on the COST distincts on the COST distincts to parts and beauth of COST distincts on the COST distincts on the COST distincts of the COST distincts on the COST distincts of the COST distincts of the COST distincts of the COST distincts on the COST distincts of the COST distincts on the COST distinct of the COST disti	
					 Work with the North Loop, Ridgetop, and Windsor Park neighborhood associations to evaluate adding another full crossing (automobiles, blees, and pediatrian lanes) between 51st and U.S. 200. Revising the project to more closely align with the needs of Austin and its communities who live along 135 will result in better outcomes over the decades to come. Thank you for your consideration. 	
					Mobility55 Program Manager Tommy Arrago. My name is a Severa Apolace. The addressing you today as a concurred resident of Central Audio. The apparatum of 55 a severa Apolace. The addressing you today as a concurred resident of Central Audio. The apparatum of 55 a severa proposed to the layer with competition and traffic in or city that has seen tremendous growth over the last 10 years.	Sea Comment #3
					The expansion of 155 is being proposed to help with congulation and traffic in our city that has seen tremendous growth over the last 10 years. 1- like the next of the community would have expected that user proposed from table species be dated writer. This and the case. TRDe's own engoing enables is shown that vehicle counts in 2002 were approximately 200,000 whickes per day. Outling that percot follow marries would be the proposed country to the case. TRDe's own engoing enables in the second 200, vehicles per day in the downtown comfort were.	
					During that period ThDoT warned we would bit 330,000 by 2020. That hain't happened and we are still at around 200x vehicles per day in the downtown corridor area. One first first most containly will invasive which counts is expanding the highway. At we have to do is look to the Karly Freeway in Houston which is more conglested than ever compared to before its expansion. That we have the firms correporated the project.	
				Recial Justice	The historical content of 196 is a conditional consultant that is higher one where this higher consultant had not been added to consider and control for each control condition. When 196 was built in the 1967's in	
					The state of contract of the state of the st	
3099	Steven Apodaca					
				Air quality/dimate change	Labby, we also need to be concerned about the environmental reinflications of our actions. If we are promoting more single or limited occupancy transportation we are in turn acting significant emissions to our day, and not promoting environmental health.	See Comment #18
				Community alternatives	Our objection is needed in the heart of hit country, is a beauciful one with significant opporturity to unite and cohesively be a city for all-all scook, all violators, commuters and netwes allike. Let's not make it into another concrete jurgle and instead nethrin-35 in a way that optimizes transportation and walkability that serves all the facets of life that we care about.	Zee Comment #4
		<u> </u>				
					have Channes Bagg and Commissioners. Priviley in the recognition (Bell 12) Strongly belief in over of the record ordinate sequence in the Base of Terms. As it is according inclinate control and the recognition of the Commission	See Comment #8
3100	Steven Boice	2/7/2023	Email	General Support	Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. NOTICE This e-mail message and any attachments are intended sadely for the use of the intended recipient, and may contain information that is confiderable, provisiged and exempt from disclosure under applicable law. If you are not the intended recipient, you are not permitted to read, disclose, reproduce,	
					missingle to an untrifarried recipient is not inherited to wire any right or privilege. Newmark is neither qualified nor authorized to give legal or tax advice, and any such advice should be obtained from an appropriate, qualified professional advisor of your rem	
3101	Steven Cox	\$140,000	Vai	Do not widen/no build	Statistics. After thy name Sizene Car. (just seated to been a comment about the patential expension. It's, it's just not really what we need in Audin anyway. That's my, that's, my penspective, and Thopp you gay will ent	Sea Comment #5
			ce mail		hathink how it's going to unfold. Bur, anyway, Have a good day. Bye	
			'	Business/residential displacement	I'm scried about businesses, that will be displaced because of the expansion. It tools like over 100 local businesses would be displaced potentially. The most important one to me personally is West China	See Commant #21
					The recent risk and humanisms, the of the designated Maximum of the experience. Taking it is not 20 flow to humanisms under the designation planting. This most important or not to the presentably in the Configuration of the experience of the recent to the configuration of the experience of the recent to the configuration of the experience of the recent to the configuration of the experience of the experie	
3102		5 2/6/2023	Email	General Support	Dear Chairman Burgt and Commissioners: Thank you for recogniting that I-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often	See Comment #8
		4			called the Main Street of Texas, all Yearns should call for bold and decisive action to transform this critical stretch of infestructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capinal Express Central design as proposed by TxDOT. Thank you for your consideration of this	
					перия.	

3103	Steven Eckhoff	3/4/2023	Ernall	General Support	Manifold Program Manager Trums plangs Lear writing to synowam any appear? In the presence You paid within 'project for 135 in down-then. Assist. This project would create large darks over the invested highway to connect the east and west inkine of the oil's and improve modelling, self-put would be present the project for 135 in down-then. Assists in This project would create large darks over the invested highway to connect the east of the project for 135 in down-then. Assists in This project would create large darks over the invested highway to connect the east of the project would enter when the project would enter when the project would enter when the project would enter when the project would enter when the project would enter when the project would enter the project would enter when the project would enter	Sea Comment 43
3104	Steven Knebel	1/12/2023	Email	General Support	Our Chamma Rogg and Commissioners Thank yes for recognising that 1.55 through Audin is a rise of the recognision making appearation that State of Feas. As this services desirable residence in the service of the servi	Des Connect #6
3105	Steven Knebel	2/8/2023	Email	General Support	Dear Chairmain Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the Date of Texas. As this seriously outdated readway is often	See Currenat #8
					her Charache Bigg and Commissioners. These, put for recipring depth and the second of the most compared and the second of the se	
3106	Steven Kruse	3/7/2023	MyCapEx Website - Comment Form	Do not widen/no build	Chito Vida is a disease to Audin.	See Comment 4'S
3107	Steven Marte	3/7/2023	Email	Do not widen/no build	Absoluted Program Manager Formsy depending on the Conference of th	Des Connect #5
3108	Steven McMillan	1/18/2023	Email	General Support	Date Chairman Bugg and Commissioners: Think's you for recognizing that 135 through Justin is one of the most companied readway segments in the State of Teas. As this seriously coldiside readway is often called to Made Street of Teas, at Teas as State of Teas, at Teas as State of Teas, at Teas as Teas	Sie Connect #8
						See Centrelant #8
3109	Steven Meyer	3/7/2023	Email	General support	Date Chainman Bagg and Commissioners. The Report of the Commissioners of the Commissioners of the commissioners of the Commissioners o	
3110	Steven Ollek	1/19/2023	MyCapEx Website - Comment Form	Regional connectivity	Please include a plan to revive and implement the Lone Star Real project, or committing similar, to enable must-enough transit between Stan Actions and Audin. Adding larses is proven never to work, it induces demend and that pages with the size in even larger tab this or maintain and operate the added consent, pot their and incomplicate service regarding year-to-plane. The event of these efforts in the operations and maintenance, not the initial build out. That, and those most of the operator is also also also also also also also als	Sei connect #1
1D	Commenter Name	Date Received	Source	Yopic	Comment	Реформыя -
3111	Steven Schelling			Air quality/dimate change	MobilitySP Program Manager Tommy Abrogo, I would rather drive in rush hour traffic event time lists in my car than see the environmental and societal impacts that expanding 35 would have on the city of Austin. I live in Montocolis and drive on 1.55 constantly. Have you ever been to	See Comment #18
					About 55 Program Manager Therming States; Lead of sized of eith in a few bod staffs comprise get in my car then see the environmental and scondal impacts that expanding \$5 would have on the city of Audion. The in Manager therming States and other eni \$5 condaining, these years are seen to would be placed in the comprise get of the contract program of the contract	Sui Connect 200
				Multimodal transportation Community alternatives		See Comment #20
					opecally Phthiek35, which would revoke noticeal traffic around Austin, before it went to a disgusting concrete mondith through the heart of my favorite city that will not fix congestion and will literally displace Austin residents and long-standing businesses.	
3112	Steven Self			Do not widen/No Build	ModingSS Program Manager Tomny Anages. Made place dusty phases that the expression of highways is only a temporary and abort fixed darkform to congestion problems.	Sea Comment 45
3112	Steven Self			Reroute to 130	All that time and effort (and money) could be better spent on public transportation options and rerouting Austin through-traffic to other roadways	Sec Connect #3
3112	Steven Y Lane	1/29/2023	MyClapEx Website -			Sec Connect #5 Sec Connect #5 Sec Connect #50 Sec Connect #50
	Steven T Lane	1/29/2023	MyCapEx Website - Comment Form	Reroute to 130	All that time and effort self-manyly could be better speed on public transportation options and remaining Audit from only the translation. Onch made Audit marks by making per cost selfs and it is accompaning ones gardient, origination, origination, and the self-manyly for all the self-manyly of many others and community and have a feet and format in the self-manyly of many others and community and have not de-hoters. TOOT's plan to expeed 1.55 should include self-beauti.	Sectionnet #558 Sectionnet #1
3113	Steven William Ecknoff	3/4/2023	MyCapEx Website - Comment Form	Remain to 330 Are quality heptimal connectivity heptimal connectivity General Support	All that time and effect (and many) could be better speed on public transposition organisms stol. 19 trough your list to other readways Out I make Austra make by maning after our selfs and it is accompanied processing and in the country of the c	See Connect #555 See Connect #45 See Connect #46
3113	Steven T Lane Steven T Lane Steven T Lane Steven T Lane Steven William Exhibit			Remarks to 1300 for quality Regional connectivity	All that time and effect (and many) could be better speed or public transposition options and remarking Austin through traffic to other readways Out I make Austin make by morting of the read with a source speed of the State o	5th Connect #558 See connect #1
3113	Steven William Ecknoff	3/4/2023	MyCagEx Website - Commerc Form	Remain to 330 Are quality heptimal connectivity heptimal connectivity General Support	All that time and effect (and many) could be believ speed on public transpositions orgions and revanding Austin through swift to other readways Outs I mark Austin make by morting of the read with a contract of the contrac	See Connect #555 See Connect #45 See Connect #46
3114	Steen Willen Echold Steen Stee	3/4/2023	MyCapfe Website Commert Form MyCapfe Website Commert Form	Personals to 3:30 Are qualify Insight and connectivity Insight and connectivity General Support Business/residential displacement	All that time and effect (and many) could be better speed or public transposition options and remarking Austin through traffic to other readways Out I make Austin make by morting of the read with a source speed of the State o	Sea Comment #500 Sea Comment #40 Sea Comment #40 Sea Comment #40 Sea Comment #40 Sea Comment #40
3114 3114 3116	Steen William Exhibert Steen S	3/4/2023 3/1/2023 2/1/2023	MyCapEx Website - Communic Form MyCapEx Website - Communic Form MyCapEx Website - Communic Form Email - MyCapEx Website - MyCapEx Websi	Remarks to 3300 An equality Anglered connectivity Anglered connectivity Connect Support Connect Support Connect Support	All studies and effect (self manip) could be better speed on public transposition organisms stol. 19 leads for manhage Out I mark Author marks by maring after our selfs and it is accompanies growing process. Author of the self-self-self-self-self-self-self-self-	Sea Comment 450 Sea Comment 450 Sea Comment 450 Sea Comment 450 Sea Comment 450 Sea Comment 450 Sea Comment 450 Sea Comment 450 Sea Comment 450
3114 3114 3116	Steen William Exhibert Steen S	3/4/2023 3/1/2023 2/1/2023	MyCapEx Website - Communic Form MyCapEx Website - Communic Form MyCapEx Website - Communic Form Email - MyCapEx Website - MyCapEx Websi	Remark to 1300 An specify Regional connectivity Regional connectivity General Support Discrete, residential depleasment General Support General Support	All studies and effect (seed manage) could be better speed on public transpositions organisms std.) through seed to see the seed of the collection of the co	See Connect #50 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5
3115 3116 3117	Shart Goard Shart Goard Shart Goard	3/4/2023 3/1/2023 2/1/2023	MyCapEx Website - Communic Form MyCapEx Website - Communic Form MyCapEx Website - Communic Form Email - MyCapEx Website - MyCapEx Websi	Remark to 1330 An specify Regional connectally Regional connectally Connect Support Dispress/residential disproviment Connect Support Connect Support Connect Support An Opening Name An Opening Name	All that time and effort und many (could be belief speed or public transpositions and remaining Austin through shall to dealer reachings. Once I make Austin some by proxing of time the self-count of its accompanying once glothics, completion, and its firm of the county of the coun	See Constant #3 See Constant #4 See Constant #4 See Constant #4 See Constant #4 See Constant #4 See Constant #4 See Constant #4 See Constant #4
3114 3114 3116 3116	States William Exhaul Sharet Share Sharet Shares Sharet Shares	3/4/2023 3/1/2023 2/1/2023	MyCapEx Website - Communic Form MyCapEx Website - Communic Form MyCapEx Website - Communic Form Email - MyCapEx Website - MyCapEx Websi	Remark to 1300 An opening Regional connectivity Regional connectivity General Support Connect Support Connect Support Connect Support	All that time and effect (and many) could be below speed on public transpositions organisms, stol. Through our tip. Out in teach Author more by moring of the reserve self-could be active and the self-could be active an	See Connect #55 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5
3113 3114 3115 3117 3116 3117	Streen William Earbord Shart Share Shart Share So Jones Suret Guille suret Guille	3/4/2023 3/1/2023 2/1/2023 	MyCough, Welsole - Commerce Form MyCough, Welsole - Commerce Form Ernall MyCough, Welsole - Commerce Form Ernall	Remark to 3.30 An equality Regional connectivity Regional connectivity Connect Support Connect Support Connect Support Connect Support Connect Support Connect Support Connect Support Connect Support Connect Support Connect Support Connect Support Connect Support	All that time and effect failed manyly could be belief speed or public transpositions organisms and its many and a service of the country of	See Connect #50 See Connect #6
3114 3114 3116 3116	States William Exhaul Sharet Share Sharet Shares Sharet Shares	3/4/2023 3/1/2023 2/1/2023	MyCapEx Website - Communic Form MyCapEx Website - Communic Form MyCapEx Website - Communic Form Email - MyCapEx Website - MyCapEx Websi	Remark to 1330 An specify Regional connectally Regional connectally Connect Support Dispress/residential disproviment Connect Support Connect Support Connect Support An Opening Name An Opening Name	All that time and effect (and many) could be below speed on public transpositions organisms, stol. Through our tip. Out in teach Author more by moring of the reserve self-could be active and the self-could be active an	See Connect #50 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5

3122	Susan Barr	\$ on one	VOH	Do not widen/no build	The City has been studging with the decision student of 15 for forestands. Or long the Microbian configuration would not provide the student place of 15 forestands. On the Microbian configuration would not provide the student place of 15 forestands. On the Microbian configuration would not be seen to the microbian configuration of 15 forestands and 15	See Comment #5
				Reroute to 130	Please records all of the highway shalling, that does not need to be going down the contex of the Chyria U.SS, to 091372, as any graphy enacioned. Homoving the tall from 09130 would release the burden from the sale of this highway and release a lot of the congression from 1-35. With all of the Austin growth, in due time, 09130 will not be that for each of them.	Se Commet 33
3123	Susan Engelking			Do not wider/no build	East larger with 1007.— These include has based enterseation in the efficial hearing record for the 135 Capital Express Central Indiges. Heave segly to confirm recopt. This complete POT is boarded in the public hearing summer, appendix 7. This this is incorporate this protected infrastructure for micromodify is before the built environment gate built. With this one act, you can increase the capacity of this project and reduce completion on the highwap-jest what you've tyring to do.	Section 15
				Bike/ped safety	TACOT can inconnected a conducted reference for micromobility—small electrical vehicles, bicodes, pedestrian-friendly—into the \$5 billion 135 project, You can do this without adding to the cost of this project.	See Comment #30
3124	Susan Kleinman	3/7/2023	MyCapEx Website -	Multimodal transportation	Regarding future plans for 135, for like you to consider having larnes and names for bus transportation, so it is efficient and encourages riderable.	
9125	Sysan Melfat		Comment Form	Do not widen (no heild	W-boot boot	Sectionaries.
3125	Susian Mothat	e de la constante de la consta		Do not wider(no build	No Scott Trace: As Scott Trace: The Austra community has been until abenind a "to highly, no wider expension, which it is still pessible to do.	See Comment #5
				Community alternatives	The proposed underground pedestrian barrel at Ariport Bodeward will be incredibly disagrees, especially for women walking alone, and should be acropped. Istoragy urge to you consider community alternatives to expension, including those presented by Reconnect Audits and Reblen SS. Thank you for your consideration.	See Comment 44
				East/West Connectivity	Any change to I-35 should provide east-west crossings every 1/4 mile through a cap and stitch approach.	See Comment #2D
3126	Susan Narveiz	1/27/2023	Email	General Support	Our Cleaners high gend Commissioners. These year for requiring feet to 15 freeign before in our of the most companies readers agreement in this bins of Fees. As the survivous publican creates are the survivous publican creates as the second of the survivous publican creates are the second of the survivous publican creates are the second of the survivous publican creates are the second of the survivous publican creates are the second of the survivous publicant and the second of the survivous publicant creates are the second of the survivous publicant and the second of the survivous publicant are the second of the second of the survivous publicant are the second of the survivous publicant are the second of the survivous publicant are the second of the second of the survivous publicant are the second of the survivous publicant are the second of th	See Comment 48
				Do not widen/no build	MobilityS Program Manager Tommy Arrango. Larrough groups ToOTh Preferral Manager for the LSS Capital Express Central project. Lespecially object to increasing the number of larse. I support the BethrinkSS proposal to nemove the highway through control Audin. I like in Audin has then one mine sear of S ₂ , and in one or fine and S ₂ S ₂ , and in one or fine and S ₂ S ₂ , and in one or fine and S ₂ S ₂ , and in one or fine and S ₂ S ₂ , and in one or fine and S ₂ S ₃ and in one or fine and S ₂ S ₃ and in one or fine and S ₃ S ₄ S ₄ and in one or fine and S ₃ S ₄ S ₄ S ₄ and in one or fine and S ₃ S ₄ S ₄ S ₄ S ₅	Sea Comment #S
3127	Susan Pantell			0.15	TxDOT should focus instead on multi-modal options, in particular, a rail line between Austin and San Antonio along the I-35 corridor, and bus rapid transit lanes and on ramps in Austin. TxDOT should move	See Commant #33
				Public transit/Multim dal transportation	Fooding from real departuring spreach to the and orbanst, which would be the or greater benefits to any quality and of sheet change measures and contribute board-reagation reflection. COLON Improvementation of the PSE process in the contribution of the contribution	
				Do not widen/no build	Making Shipman Managar Tramps Along Tramps A	Sec Comment #5
				Reroute to 130	Designating another highway the intensans so that central Austin is not used for that.	See Comment #3
	Commenter Name	Date Received	Source	Topic	Comment	Responses
3128	Commenter Name Susan Pascoe	Date Received	Source	Topic Air quality/noise	They werein completion (set like Art (Freeway), are now and water politicies, using issues and more spiffic; in a short firm. We need to indering all methods to reduce shalfs; on increase of the should take at project, in the clinic is of the clinic is of the c	Beopenia Sas Connect #34
3128		Date Received		Topic Air quelity/noise Latent/Induced Demand	They warrant congestion (see 1 to 4 KeV) Prevenoy, are note and water policion, safety pieces and many sufficion a short films. We need to biological conductors to reduce to 14K to 4 consequent of 14K to 4	See Connect #18
3128		Date Received	Source MyCapEx Website - Comment Form		They written conglicate jobs to the East Face Pressey, or more and water printeds, water years and man's self-in, or a don't fine, the second to begin an embrate to reduce shall, or a consequent of the distort of the second of	
	Susan Pascoe		MyCapEx Website -	Latent/Induced Demand	They warrant congestion jour look at the Kuth Presery; are more and enter publicher, selfer) passes and many selfs; in a short time. We need to looking of methods to reduce sholl; in all more than the second of the self-congestion of the self-congestio	See Connect #18

3130	Susan Somers			Air quality	Doar 1.5 Capital Express Central, Rec 1.55 Capital Express Central, Draft Environmental Import Statement	See Comment #564
					Dair Governor Abbott and other Bestead Officials, TADOT Commissioners, Staff, and Consultants, This control of the consultants of the Consultants, This control of the Consultants of the Consultants, This control of the Consultants of the Consultant of the Consu	
					No. 35 Clear Exposed. Constant. Don't Convenience Exposed Schedulers. The Convenience Exposed Schedulers Schedulers Constant. On Convenience Exposed Schedulers Sche	
					Treadour of a safe pedestrian, personal modelly device (producting broycles), and public transit travel opports, but low-friend travel opports, but low-friend travel opports, but low-friend travel opports, but low-friend travel opports, but low-friend travel opports, but low-friend travel opports, but low-friend travel opports, but low-friend travel opports, but low-friend travel opports of the visit resignity of the reasons that I need safe, multimodal access in	
					the Austin region. The regional growth forecasts that project a future with the visit majority of residents living in can-dependent sub-urban housing situations is not the future that I want and does not reflect the history of my community or the liviness in the future that I want and does not reflect the history of my community or the liviness in the future that I want and does not reflect the history of my community or the liviness in the future that I want and does not reflect the history of my community or the liviness in the future that I want and does not reflect the history of my community or the liviness in the future that I want and does not reflect the history of my community or the liviness in the future that I want and does not reflect the history of my community or the liviness in the future that I want and does not reflect the history of my community or the liviness in the future that I want and does not reflect the history of my community or the liviness in the future that I want and does not reflect the history of my community or the liviness in the future that I want and does not reflect the history of my community or the liviness in the future that I want and does not reflect the history of my community or the liviness in the future that I want and does not reflect the history of my community or the liviness in the future that I want and does not reflect the history of my community or the liviness in the liviness	
					States that it is extent bits. These bold as a subjected model to be able to understand two effected adminishes transportation investment convenies will provide for safe, multimodel access for each registration in the Audin region. The should enable to many job. Audin investment, the analysis about of same registration in the Audin region. The should enable to the registration in the Audin region. The should enable to the registration in the Audin region. The should enable to the registration in the Audin region. The should enable to the registration in the Audin region. The should enable to the registration in this same that is a should enable to the Fees AAMT Insupportation include when the year of the same than the registration in this same that is a should enable to the Fees AAMT Insupportation include when the year of the same than the same that is a should enable to the Fees AAMT Insupportation include when the year of the same than	
					people from each centrals tried or basing-orientation analysis zone can reach within a half hour by waiting, being wheelshird, internal, and personal motivated vertices in the no build, alternative 2, motified attendative 3, MelTrinS33, and Meconnect. Austin scientified. This analysis should use multiple reasonable future growth scientified including the equipolation fractive should be for the forecast and future growth scientified. Austin scientified in the scientified of the scientified forecast and future growth scientified forecast and future growth scientified fractive forecast and future of the scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and future growth scientified forecast and	
					developing analysis for this project. Phase optimize any somarior to improve safe, multimodal access for people across the Austin region for all modes, including cars and trucks, but not limited to the current focus on long distance single occupant whicle trips.	
					Present optimize any construct to improve sent, mutumous access for suppose accretion region (or air modes, including cars and trucks, but not attract to the current rectus on long organizes single occupant version input. Thank you for all that TADD's doing to improve sent, mutumous access for all. Sincerely,	
					Takes 155 organize Express Contents. As 155 Copical Express Count Contents Count Enhancement Impact Sociament. Thisky point for the Interdinative work over the last several years at the Take Soperative of Impacts Sociament and Impact Sociament County C	See Comment #564
					Thank you for the transformative work over the last several years at the Texas Department of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero goal of cutting traffic deaths in half by 2035 and to zero	
					by 2004. Crisinis are measurably more important than congestion and cost the people of the Austin region more – using National Safety Council costs of crisinis methodology to compare to Tesas AAM Triansportation institute congestion methodology.	
					The Teas Transportation Commission Misruse Order 115481 directs TNDOT Austin to "work toward the goal of reducing the rumber of deaths on Teas readways by half by the year 2005 and to zero by the year 2005. The Commission	
					medicating. The factor for the facto	
					I am concerned that the Draft Environmental Impact Statement does not include meaningful analysis that could help optimize the project toward this specific Road to Zero goal. White reaching zero traffic deaths by 2050 will require messive which is included behavior and technology accompaning that this invarient is not search may be able to zero goal. White reaching zero traffic deaths by 2050 will require messive which is not a serious properties of the serious control of the S	
					late concerns that the boat Environmental Impact Statement dates and include maniningal analysis but could help optimize the payor to work this specific beautiful by the first include the payor to the specific beautiful by specific beautiful by the first include the payor to the specific beautiful by the payor to see the payor	
					No project should move forward without a reasonable expectation that the project will result in meeting the Road to Zero goal to cut traffic deaths in half by 2035. Thank you for all that TsDDT is doing and will do in the further development of this project to end raffic deaths.	
					MobilitySS Program Manager Tommy Abrego,	See Contribut #20
				Multimodal transportation	I have written several letters tranget but this one is in my own words. I have sent several other intens both on my own baleful and that of Assistivit bitten Transportation Commission over the last five years. Botton line, the TADOT plan does not meet the galest of Assistivity and a plan that is truly no plager and loses. We need options other than highways, We don't need years and years of construction for or project that minimally improves composing on for a coupley sear. Highway the project that is	
3131	Susan Somers	3/7/2023	Email	Multimodal transportation	mest tris gains of volunit. We writen a part mat in tity no inginer and and another, or expending or expension of the part of	
L	<u> </u>			<u></u>	<u> </u>	
3132	Susana Carranza			Do not widen/no build	Castral St. Angues Manage Terrors of Decide Terrors of Linearins Annual St. Angues Angues Angues Terrors (Angues Angues A	See Comment #5
					rear soon travers, we stroom processor process area smarthild frields, such als wideling, Boaring, etc. 1-SS already devides our city, What we need is more way to seccensed, but X DOT planned appraision will further separate East and West. That is shameful and will hurt the city and the region in the long run. There is no reason interstate traffic	
					should cut through the heart of a city. Multiple cities around Texas have diverted non-local traffic, significantly reducing the demand.	
					I live on a high rise on 1-35 in the Rainey Street area. The TX DOT project did not take into account the expected explosive growth of Rainey Street in the next few years. Our entire area will have limited access routes (including for emerginary vehicles) throughout construction.	
					The prims to use areas near the trail as construction staging and father permanent storage facilities will impact the large number of users, including Austinities and the growing number of visitors.	
				Latent/Induced Demand	We have seen in many metro areas (e.g. Xulty) that adding lanes to a freeway in a metro area does not solve traffic.	See Comment #18
				Public	At a minimum, I urgle you to delay the start of the project until Project Connect system can provide more access to downtown during the extended construction period. But large you to give from: The future of transportation about on or to based on care. Or youth has already been brainforming away from care to alternate means. Notody will benefit from this costly experience. Please content extended anterhands, or care provides of the content of the cont	See Comment #13
				transit/Multimo	o But I urge you to go further. The future of transportation should not be based on care. Our youth has already been transitioning away from cars to alternate means. Nobody will benefit from this costly expansion. Please consider alternatives such as 8 Methinist's or other cares that not not resource resourcement.	
				transportation		
				Reroute to 130	Instead, the solution should include the diversion of non-local traffic to alternate routes (such as SH 130, just East of Austin).	See Comment #3
			My	Do not widen/no build	live in a high rise on 135, downtown Austin in the Rainey Street neighborhood. I see firsthand how 135 separates the city. The expansion will worsen the separation between the East armd West sides, without	See Commant #S
3133	Susana Camanza		Cap Ex		resolving traffic issues. I urge you to not ignore the voices of our communities and not weste our tax dollars on pointees expansion.	
3133	Scharia Carranza		We	Latent/Induced Demand	We have seen from counfees cities that adding lanes only leads to more traffic and does not solve the issue of congestion long term.	See Comment #19
			6-	Caserty/Induced Demand	WE HAVE SEEN FROM COURTSESS CITIES THE ADDITING SHEEKS TO THOSE WHITE SEED COURS FOR SHEEK AT CONGRESSION FOR SHEEKS.	Della Lottriant #10
ID	Commenter Name	Date Received			Comment	Responses
			Comment Form	Public transit/Multimodal transportation	We also need to delay any work on the project to allow Project Connect to proceed, providing alternate transportation to ease disruption during (35 construction.	See Comment #13
				transportation		
				Reroute to 130	We need diversion of long haut traffic to existing highways, such as \$9130 which will substantially reduce local traffic.	See Comment 33
3134	Susana Prince	3/7/2023		East/West Connectivity		See Correct 420
			VOH		I would like to see fewer lanss on I35, more ecology and restoration, and emphasis on East / West connection.	
3135	Susanna McBee	2/2/2023	MyCapEx Website - Comment Form	General information request	Who will be attending the hearings? is it staff only or will the TxDOT Commissioners be present?	General information request
1	1		Comment Form			
3136	Success Mod -	2/9/2023	VOH	Do not widen/no build	That are for one and it is to be a first form	See Comment #5
3136	susanna Modee	2/9/2023	VOH	Do not widen/no build	Thank you for your work to solve traffic problems! I arm not in fevor of the current plan. I've driven in crises with HOV lanes, Houston, for example, and arm always arrazed at how few cars there are on these lanes! I am often the only car on HOV lanes. Pedestrian and bike lanes and the "stitches"	SAN CONTRACT #3
					I aim not in layor of the current plan. I've drown in other with HDV laines. Houston, for example, and aim always aimaged at how few cars there are on these laines I aim often the only car on HDV laines. Probestrain and bike laines and the "stitches" planned to connect east and week Austin, are also not necessary, especially considering what's involved in creating them. Please nethink your plans!	
3137	Suzannah Garcia	1		Do not widen/no build	MobilityS Program Mariager Tomery Abrego. In an a resident of District of in Assist and IOPPOSE TADOT's plans for I-SS and IOPPOSE expansion.	See Commant #5
1		1			a jumin on TuJ and 1 Of TuJ, superior.	
1		1		Reroute to 130	Lam for redesignating another highway such as SH-130 as an intenstate,	See Comment #3
1	1	1				
		1		Public transit/Multimo	Highway expansions DONT work. They worsen congestion (as we saw with the Kary Freeney), air noise and water pollution, safety, and transportation options beyond driving. Ten (10) years of construction of or just a few years of congestion relief is NOT worth it. I short want to use an interstate highway for my local trips. I expect TxOOT, Austin Cty Council, and other representatives to stand up for ms.	See Comment #13
	1			dal	1 August 1 A	
1		1		transportation Latent/Induced Demand	TSDOT's process in this project is flaved. It (greens indused Demand.	See Comment #18
3138		1/30/2023	ford		I avoid this intenstate when traveling through Teas. I once lived in Austin but I will never come back because of the traffic congestion. I support plans to improve this. Sent from my iPad	See Comment #8
	Suzanne Phillips		Email	General Support		
3139	Suzanne Valentine	2/9/2023	Ver	General Support	Support the I-SS project be been an Australia since 1992 and I remember when 185 was not a feeeing and it was recovered and difficult to get from point A1 point A1 also, know from 70 years of thinks many countersome and difficult to get from point A1 point A1 also, know from 70 years of thinks many countersome and difficult to get from point A1 point A1 also, know from 70 years of which point A1 also, know from 70 years of which point A1 also, know from 70 years of which point A1 also point A1 also point A1 also, know from 70 years of which point A1 also, know from 70 years of	See Comment #8
1	1	1	Co		30 years of driving on 135, that trying to enter the interstate, especially at the lower deck is extremely dangerous. In fact, it's been compared to entering the Mad Max Thursdendme. It is really frightening. While I understand that there's going to be impacts to businesses and homes related to this project, as a city, we are needing to grow and grow in a way that allows people to move safely around the city.	
1		1	mm		Whether that is transportation with cars, and vehicles, buses, like this, or also adding in the Project Connect changes, is just how a large city should grow. Thanks.	
			ent			
					Email Copy Sonya, Phase see attached letter for TaDOT Austin District's 135 Capital Express Central Project in Trains County (CSI: 0015-13-388). If you have any questions, please let me know. Sincerely,	Recommendations: TPROP recommends that Appendix D for Agency Coordination (sage 13) should include this letter with an attachment of TPWO's recommendations during the scoping period and TuDOT's commendations to document, all correspondence on this proposed report.
					The complete PDF is located in the public hearing summary: • TPWD	TyDOT Response: This letter will be included to the Appendix D in the Final EIS.
					recommends that TADD's Form "Decumentation of Teasa Plans and Wildfe Department Best Management Practices" in Appendix D for Agency Coordination should be updated to list the full language of all individual BMP within a given content, and the information and antiformal measures among the initial evaluations engineer.	Recommendation: TPRID recommends that TxCOTs Form "Documentation of Yease Puris and Widdle Department Best Management Practices" in Appendix D for Agency Coordination should be updated to list the full language of all individual BMP within a given category and also document the deditional reasons agend to during inflation obstitutions agend to during inflation obstitutions of the second of t
					and the state of t	and occurrent the appropriate great to during instances review. TabOT Response An updated version of the "Double present of the "Double
					 TPWD notes that Section 3.17.5.2 (page 418) of the DBS includes the implementation of all the General Design and Construction BMP as outlined in TPWD's Beneficial Management Practices: Avoiding, Minimizing, and Mitgating Impacts of 	TXDOT Response: An updated version of the "Documentation of Texas Parks and Wildlife Department Bisit Management Practices" will be included in Appendix D of the Final Els.
					• FIVEO holes that Section 3.17.3.2 (page 4.5) of the DES includes the implementation of all the Cameral Design and Construction BMP as outlined in TIMO's Beneficial Management Practices, avoiding, Minimizang, and Mingaining Impacts of Transportation Projects on State Natural Resources (Version September 17, 2021). TIMO recommends updating the DES to list the General Design and Construction BMP with other minimizance in section 3.11.12 and adding the full BMB associates for Cameral Design and Construction BMP with other minimizance in section 3.11.12 and adding the full BMB associates for Cameral Design and Construction BMP with other minimizance.	1200 Registrar. An updated selected sel
					-1790 cites find bedook 31.15.2 (gap 43)g of the CDS virious between regimentations of at the General Design for CDS virious between regimentations of the General Design for CDS virious between 1790 to Security Between regimentations of the General Design for CDS to the ToS virious Security Between Residual Security Between Sec	TOO Requires An optional various of the "Concentration of I lass in National Workshop Annual Tool Requirement Production," will be included in Appendix of the National Recognition of International Recognition (International Recognition Recognition Recognition Recognition Recognition Recognition Recognition Recognition (International Recognition Recognit
					PROT (risk of bridge) 11.7.2 (pgs. 21.7.2 for bit 50 is stocked for experience for a first School 11.7.2 (pgs. 21.7.2 for bit 50 is stocked for experience for a first School 11.7.2 (pgs. 21.7.2 for bit 50 is stocked for experience for a first School 11.7.2 (pgs. 21.7.2 for bit 50 is stocked for experience for a first School 11.7.2 (pgs. 21.7.2 for bit 50 is stocked for experience for a first School 11.7.2 (pgs. 21.7.2 for bit 50 is stocked for experience for first School 11.7.2 for bit 50 is stocked for experience for first School 11.7.2 for bit 50 is stocked for experience for first School 11.7.2 for bit 50 is stocked for experience for first School 11.7.2 for bit 50 is stocked for experience for first School 11.7.2 for bit 50 is stocked for experience for first School 11.7.2 for bit 50 is 50 is stocked for experience for first School 11.7.2 for bit 50 is 50	Association for the abstinct of country of the coun
					**PMC risks that School 13.1.2 (July 24.1.23) of the 1005 risks obtained as in the contraction of the an activate in PMCs School Management Purcles. Annual Leading 14.1.2 (July 24.1.23) of the 1005 risks of the	15CO Requires. An applicable season of the "Disconnectation of Equal Register Department Executed Production with a sequence to Department Executed Production Will advantage and Executed Production Will advantage and Executed Production Will advantage and Executed Production Will advantage and Executed Production Will advantage and Executed Production Williams
					**PRO finish by Solive 1.17.2 (pg) and \$2.2 (pl h 1000) included by the special content of the Solive and Line (pg) and content of the special content of the Solive and Line (pg) and the special content of the Solive and Line (pg) and the Solive and Line (pg) and the Solive and Line (pg) and the Solive and Line (pg) and the Solive and Line (pg) and the Solive and Line (pg) and	1/COT Required. A regulated enters of the "Subconstitution" of beauty having and the state of th
					**PMO rinate by Science 11.1.2 (2) page 12.2 of the 1000 rindows from preference and the Science 11.1.2 of the	1COT Recognics. A signified watered in the "Disconnection of Teach Pass as of Milleth Department that Management Practices" is in Incident in Appendix of the Teach Ed. 1. The Contraction of Teach Pass and Teach Ed. (1997). The Commentation of Teach Pass as of Wildelin Department Ede Management Practices and Teach Ed. (1997). The Commentation of Teach Pass as of Wildelin Department Ede Management Practices (1997). The Commentation of Teach Pass as of Wildelin Department Ede Management Practices (1997). The Commentation of Teach Pass as of Wildelin Department Ede Management Practices (1997). The Commentation of Teach Pass as of Wildelin Department Ede Management Practices (1997). The Commentation of Teach Pass as of Wildelin Department Ede Management Practices (1997). The Commentation of Teach Pass as of Wildelin Department Ede Management Practices (1997). The Commentation of Teach Pass as of Wildelin Department Ede Management Practices (1997). The Commentation of Teach Pass as of Wildelin Department Ede Management Practices (1997). The Commentation of Teach Pass as of Wildelin Department Ede Management Practices (1997) and Teach Ed. (1997). The Commentation of Teach Pass as of Wildelin Department Ede Management Practices (1997) and Teach Pass as of Wildelin Department Ede Management Practices (1997) and Teach Pass as of Wildelin Department Ede Management Practices (1997) and Teach Pass as of Wildelin Department Ede Management Practices (1997) and Teach Pass as of Wildelin Department Ede Management Practices (1997) and Teach Pass as of Wildelin Department Ede Management Practices (1997) and Teach Pass as of Wildelin Department Ede Management Practices (1997) and Teach Pass as of Wildelin Department Ede Management Practices (1997) and Teach Pass as of Wildelin Department Ede Management Practices (1997) and Teach Pass as of Wildelin Department Ede Management Practices (1997) and Teach Pass and Wildelin Department Ede Management Practices (1997) and Teach Pass as of Wildelin Department Ede Management Practices (199
					PMC risks the States 17.1.2 gaing at 25 cells of the States for April 19.2 gaing at 25 cells of the States of	1/COT Reports A regulated ensure of the "A Stronovision of Resia A visual and Edition Superiment Based Management Practices of the Incident A regulated of the A February Stronovision of Resia A visual and Edition Superiment Based Management Practices of the Incident A regulated for A February Stronovision of Resia A visual and Edition Stronovision Strono
					Incomingness to the DCDT Ferm: "Documentation of Fleas below and Mission Superment Death Management of Automatic Replaced to September Death S	To Confedence A signified waters of the 5 Substitute of Near Alex Set (Mills Supplement Deal Messagement Practices 4 in Incident of Appeals 10 for Farmer D. Application Sets but interest and "Substitutes of Near Alex Set (Mills Supplement Deal Messagement Practices 4 in Near Alex Set (Mills Set
					**PRO finish between \$1.1.2 gaps at 2015 to the SET should be two recommendated of this Garden and Commendated and Section 1900 to section throughout for memory for the section of the Section 1900 to the Section of the Section 1900 to the Section	1/COT Reports A regulated ensure if the "Substitution of Read a Visit a State Department that throughout in Product is a required." In the Ferrit Ed. 1/COT Reports a Department of Text Association of Read a Visit a State Department that throughout in Product is a Regular of Department of Read a Visit and Text Association of Read a Visit and Text Association of Read a Visit and Text Association of Read a Visit and Text Association of Read a Visit and Text Association of Read a Visit and Text Association of Read a Visit and Text Association of Read a Visit and Text Association of Read a Visit and Text Association of Read a Visit and Text Association of Read a Visit and Text Association of Read a Visit and Text Association of Read a Visit and Text Association of Read a Visit and Text Association of Read a Visit and Text Association of Read a Visit and Text Association of Read a Visit and Text Association of Read a Visit and Text Association of Read a Visit and Text Association of Read Associat

				Parks		Recommendation: TMD recommends updating the DES to list the Sheam Creating BMP with other minimization measures in Section 3.1112 and adding the full BMP language for these Sheam Creating BMP to TuCOT's Form "Documentation of Teas Parks and Wildle Department Best."
3140	Suzanne Walsh	210,000		and		
	Walse			Quality		* Use spanning bridges nather than others, where practical. **Deep to line plans of adequate vention and information clearances under the readway to allow for terrectrial validité to addity page under the read. **Deep to line plans to adequate vention and information clearances under the readway to allow for terrectrial validité to addity plans under the read. **Description of terrectrial validité Department Best Management Practices* will be included in Appendix D of the Final ES. **Description of Terrectrial Validité Department Best Management Practices* will be included in Appendix D of the Final ES. **Description of Terrectrial Validité Department Best Management Practices* will be included in Appendix D of the Final ES. **Description of Terrectrial Validité Department Best Management Practices* will be included in Appendix D of the Final ES. **Description of Terrectrial Validité Department Best Management Practices* will be included in Appendix D of the Final ES. **Description of Terrectrial Validité Department Best Management Practices* will be included in Appendix D of the Final ES. **Description of Terrectrial Validité Department Best Management Practices* will be included in Appendix D of the Final ES. **Description of Terrectrial Validité Department Best Management Practices* will be included in Appendix D of the Final ES. **Description of Terrectrial Validité Department Best Management Practices* will be included in Appendix D of the Final ES. **Description of Terrectrial Validité Department Best Management Practices* will be included in Appendix D of the Final ES. **Description of Terrectrial Validité Department Best Management Practices* will be included in Appendix D of the Final ES. **Description of Terrectrial Validité Department Best Management Practices* will be included in Appendix D of the Final ES. **Description of Terrectrial Validité D of the Final ES. **Description of Terrectrial Validité D of the Final ES. **Description of Terrectrial Validité D of the Final ES. **Desc
						TxDOT Response: The BMPs listed 3.1.1.12 (Texas Parks and Wildlife Coordination) will be revised and an updated version of the "Documentation of Texas Parks and Wildlife Department Best Management Practices" will be included in Appendix D of the Final ES.
						Recommendation: TPWD recommends updating the DES to list the Invasive Species BMP with other minimization measures in Section 3.11.12 and adding the full BMP language for the Invasive Species BMP to TxXXVIII for the DES to list the Invasive Species BMP to TxXVIII for the DES to list the Invasive Species BMP to TxXVIII for the DES to list the Invasive Species BMP to TxXVIII for the DES to list the Invasive Species BMP to TxXVIII for the DES to list the Invasive Species BMP to TxXVIII for the DES to list the Invasive Species BMP to TxXVIII for the DES to list the Invasive Species BMP to TxXVIII for the DES to list the Invasive Species BMP to TxXVIII for the DES to list the Invasive Species BMP to TxXVIII for the DES to list the Invasive Species BMP to TxXVIII for the DES to list the Invasive Species BMP to TxXVIII for the DES to list the Invasive Species BMP to TxXVIII for the DES to Invasive Species BMP to
						Examination: THO contrasted, policing to EGS in this is harmost because before the sint of an emission resource in declar \$1.112 and using the field BMP segrage for its inserve Spaces BMP in SCOT's Form "Discountation of Faces A basis and Wallet's Spaces and BMP segrage for the process BMP in SCOT's Form "Discountation of Faces A basis and Wallet's Spaces and BMP in SCOT's Form "Discountation of Faces A basis and Wallet's Spaces and BMP in SCOT's Form "Discountation of Faces A basis and Wallet's Spaces and BMP in SCOT's Spaces and BMP in Face State Spaces and BMP in SCOT's Spaces and BMP in SCOT's Form "Discountation of Face A basis and Wallet's Spaces and BMP in SCOT's Spaces and BMP in Face State Spaces and BMP in SCOT's Spaces and BMP in SCOT's Form "Discountation of Face A basis and BMP in
						Recommendation that Compensatory mitigation for all losses of Waters of the U.S. due to unavoidable impacts from the
						The contraction of the contracti
						Recommendation: TPMD recommends the placement of energy dissipators to reduce water velocity to minimize erosion in the project area. TxDDT Response: TxDDT is planning to incorporate energy dissipation at the dnainage turned outfall into the Colorado River.
					MobilitySS Program Manager Tommy Abrego,	See Correrent #S
					Manipul Shappin Manager Tomory drops: a resident of Audio Child of the off an interface of the position of th	
					teading to more congestion and pollution. This means that the proposed plan would only create more congestion and gridlock, which is not a long-term solution to Austin's traffic problems.	
				Do not widen/no build	trosses or experiency that ingrines; in representations that is a proper of the properties of the prop	
					I hope that you will consider these concerns and reconsider the proposed plan for expanding Intensitate 35.	
3141	SYDNEY BECKNER			Latent/Induced Demand	Experiency highways and adding more larnes may seem like a logical solution to reduce traffic congestion. However, studies have shown that this approach actually leads to increased traffic and congestion in the long run. This phenomenon is known as Induced Demand. When additional larnes or roads are added to a highway, it creates more space for cars to move, which initially results in feater travel sines.	See Comment #18
					However, this additional capacity ultimately ultimately ultimately ultimately ultimately ultimately ultimately ultimately ultimately ultimately ultimately ultimately until ulti	
			}	Business/residential displacement	Additionally, I am deeply concerned about the displacement of homes and businesses that would be caused by this plan. These individuals and families have built their lives and livelihoods in these areas, and their displacement would cause a significant discuption to their lives.	See Comment #21
					and their displacement would cause a significant disruption to their lives.	
			ļ	Baldis service 200		Sections of SS
				Public transit/Multimodal transportation	Therefore, initiated of expanding highways and adding more lanes, it is essential to invest in subtainable transportation options such as public trainel, billing, and walking infrisdructure. These options can promote a more efficient and equitable transportation system, reduce traffic congestion, and mitigate climate change.	See Comment #13
3142	Sydney Briggs			Do not widen/no build	Mr Tubort Tubort,	See Comment #5
					To whom it may process. I am writing as a resident of east Austin to share my opposition to the expansion of ISS. Our community needs solutions that prioritize the people living here and make Austin's streets a hospitable place to be. Ramming a highway through the city and cutting if the Editables was a surrible choice when it was made and there's no excess for further compounding it.	
					and cutting off the Existable was a terrible choice when it was made and there's no excuse for further compounding it.	
				Latent/Induced Demand	Wildering the highway will not solve our traffic problems, it will just create more traffic, the new bases will quickly fill up,	See Comment # 15
				Community Alternatives	We need to be seriously studying how to amelionate the damage from that decision through plans like Reconnect Austin and Rethink.35.	See Comment #4
					aram up,	
				Business/residential displacement	and homes and businesses will have been destroyed for nothing	See Comment #21
3143	Sydney Kelley	1/31/2023	MyCapEx Website -	Regional connectivity	I would love to see a regular, inexpensive train from Sen Antonio to Austin! It would be such a great option for our family, better and easier than our car.	See comment #1
			Comment Form			
3144	Sydney Mabry			Do not widen/No Build		See Comment #5
3144	Sydney Matry			Do not widen/No Build	Mobility55 Program Manager Tommy Abrego. Law a sociated of South Justice; It has right by Sow White Bird and Sat St. 16(b) opposed the expansion of 1.55. Increasing larnes is not the answer to ballics. More space on the road, simply pur, means space for more cars. The common shall just become Summer of shall increased and 2 or 3.1 common shall read on the South S	See Comment 45
					become Si insine of traffic instead of 2 of 2.3 don't understand by the COT is actively choosing for make life worse for the people of Audit. If the concern is local mush-hour stellife, fund and increase public trainst as an incentive to get people off the concern is for one-boat carry, revoke them around Audit mistead of through E, like in other critical along i.35.	
				Reroute to 130	If the concern is for non-local cars, reroute them around Austin instead of through it, like in other cities along I-35.	See Comment #3
3145	Sylvia Marroquin	2/3/2023	MyCapEx Website - Comment Form	Noise	Tive on the 900 bit of witner 2. I don't understand the plan for the end of our street at IH 35. Pleases explain? Also looks as though the highway will be literally at the end of our street, is there to be any noise reduction? This should be undergound as being done just north of Clear Chavez.	See Comment #69
			Comment			
					Mobilip35 Program Manager Tommy Aznego, Dear Tommy.	See Comment #5
					Dear Tommy,	
					Term are better alternatives to the expansion.	
					Instead of prioritizing is highway expansion, which other obies can attest - desen't work and only encourages more driving and worsens congestion, as well as causes significant air, water, and noise politizion - we should be responding to the rise in volume of localities and exhelenisms and the healthy evolution of Austra, the exhibits of the volume of localities and exhelenisms and the healthy evolution of Australia and exhelenisms and the healthy evolution of Australia and exhelenisms and the health exhellenism and the health	
				Do not widen/no build	pedestrian finalities accounted for 42 percent of traffic fatalities, up from 31.7 percent in 2021 (Austin Monitor). The complete of 98 to associated for 42 percent of traffic fatalities, up from 31.7 percent in 2021 (Austin Monitor).	
					including more pedestrian- and cyclast-friendly crossings at major arterials in the 155 and rest of city despite a content of city despite and cyclast-friendly crossings at major arterials in the 155 and rest of city despite a content and promote healthier travel alternatives. Investing in more pedestrian and cyclast friendly modifications and	
3146	Sylvia Rzepniewski				Due Toming. It is an analosis of Train County (sing three biscos off of busines) (busines) (bus	
				Community alternatives	Please tell TADOT that this project MADT be transel final and world class for brank. High Occupancy Vehicle (POV) lanes are NOT good enough for public transit. The a support of Rhifted SS and recovaries you to work with the representatives therein in craffing a plan that makes before series for the people and city of Audio. Notify the sate monthly and coronin. The project in a control of the control of th	See Comment #4
					With great sincerity and concern,	
ID	Commenter Name	Date Received	Source	Topic	Commet	Resources
					Dear Chairman Bust and Commissioners:	See Contract #8
					Data Classimon Riggi and Commissioners. In this section of the register of the Riggi and Commissioners and the most congested reviews segment in the State of Tassa. As this services, inclinate reviews yet and the select of Tassa, at Tassa should not for total and deciding the register of the State of Tassa. As the services are register of the State of Tassa and the section of the Rigging Commissioners of the Rigging C	
					section to orienteem than critical instructions for international retrieval in additional forms of the section	
3147	Sylvia Sharplin	3/7/2023	Email	General Support	Yawas Real Estate Commission Information About Brokerage Services	
					Law FOCK. If you present you concern significing the expectation of #1.53 is Auton. RNN1 approached he need to improve homopartation infrashructure, holders that the convert expension plan is deeply feesed. My main concern in that the expension will read interrupt valuable neighborounds and businesses in the same Lunderstands that the project is interrupt to address soft for comparison, but I believe that it has not be accomplished without a supplier of the accomplished and provided and provi	See Comment #5
					My main consum is that the expansion will destroy many valuable neighborhoods and businesses in the area. I understand that the project is intended to address traffic congestion, but I believe that this can be accomplished without secrificing. The first heads of so many records.	
					Furthermore, I have serious doubts about the efficacy of the proposed equansion. Many studies have shown that simply adding more lanes to a highway does not necessarily reduce traffic congestion in the long term. I worry that this project is	
					Legs you to monosister the current grain for expansion and works find a substant half is both effective and respectful of the needs of the community. Delieve that it is possible to improve transportation infrastructure in Audin without sacrificing.	
3148	Tabrez	3/7/2023	MyCapEx Website - Comment Form	Do not widen/no build	The chiracter and visitely of our chy. Thank you for your afternion to this mutter.	
3240	Syed	.,.,	Comment Form	and the state of t	Sincerely,	
3149			Email			
3149		3/7/2023	Email	Bike/ped safety	Mobility35 Program Manager Tommy Abrego, We need safer street to walk and bicycle, folk that want to walk in bicycle should not have to fear death from a motor vehicle. Transportation alternatives are how we relieve traffic. We have near non existent train system in the fastest growing city	Said Comment #30
					no county. It is no phaset that Audit is bold to the last of trianguage county or county of the coun	
					When you 20x down on car centric culture you communicate your values to the community. The amount of cars with one person is sickening, We deserve healthy streets, where one shouldn't have to fear being run overf	
					No. of Science Bure and Commission. Death on the commission that 15 through bottom on a fill to provide the plant of Toron to the commission of the commissi	See Comment #5
					called the Main Street of Teace, all Teaces should call for bold and decisive action to transform this critical street in final street or Teace, all Teaces should call for bold and decisive action to transform this critical street in final street called the Main Street or Teace, all Teaces should call for bold and decisive action to transform this critical street in final street called the many part of the Main Street or Teace, all Teaces should call for bold and decisive action to transform this critical street in final street called the main street in the many part of the main street in the ma	
					Accordingly, I am writing flowly to express my complete support for the 13S Capital Express Central design as proposed by TxOOT. Thank you for your consideration of this request. Talley J, Williams , Moreover, and the support for the 13S Capital Express Central design as proposed by TxOOT. Thank you for your consideration and invited to complete your form of the exclusive and confideration and confiderati	
3150	Talley J. Williams	2/7/2023	Email	General Support	confidential, privilegad, and should be read or retained only by the intended recipient. Any dissemination, distribution or copying of the enclosed material is prohibited. If you receive this transmission in error, please notify us immediately and selects from our soleton.	
	Williams	2,1,222	Line		Less Channe hagge of Commissioners. This is not in regalized facility 2.5 from the facility is not for great to design of section of the commission of the c	
					ровот по до роздения в постоя в распровод от провод от п	

	Tomora Sinte	1/26/2023	Smot	General Support	Now Photograph Description on These transfer complete that 195 theoretic in most the most company occupant in the Plate of Torse. As this conjusts a patient models in other	See Comment #8
3131	1211221120	2/20/2023	Cital	Committee Support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated madway is often colled the Main Street of Texas. As This seriously outdated madway is often colled the Main Street of Texas. As This seriously outdated madway is often colled the Main Street of Texas. As this seriously outdated madway is often colled the special and immensing growth was an experiencing in our great State. According, It is madwing before going to approve the confidence of the State. The America State St	
					Ne Todat Tudat,	See Comment #34
					halo, I are a schized, more of a small children and a resident of \$14.0 Willow Sc in East Austin, Town County Precinct 4. I he just four blocks from \$25 and use the highway over you, but it is a designous, makes the experience and it as hid support of the precision of the highway town from the county precision of the precision	
					support expending the profit which continues the continues of the continue	
				Air Quality/Noise	I am writing to ask you to pass a resolution that you will NOT support TxOOT's I-SS expansion until they consider attenuatives like RethinfsSS. Please consider endorsing the amendments that, were included in Austin City Council's I-SS resolution, which possion conventeningly, or Not. 23.	
					Book	
3152						
3152	Tamara Waddell			Community alternatives	We have a once in a lifetime opportunity to embrace transformative change like that proposed by Rethink 35.	See Comment #4
				Reroute to 130		See Comment #3
					which aims to make a leating, permanent transformation of our quality of life in Austin by moving the highway to 59:130 and conventing the current 135 conridor into a mixed triansportation bouleverd capable of moving more local traffic more efficiently than 135 does.	
				Multimodal transportation		See Comment #20
				Multimodal transportation	This project needs to be a future criented, transit First project, root arother 1900-sojes, continied infrastructure project doorned to fill up with more traffic than we currently have. HOV lanes are great, but we could sear this opportunity to do so much more, incidently incorporating trains, buses, bits lanes and other deen-energy, foreast-bitning designs aimed at building suntainable cities of the future. Audin should lead, not follow, in building those cities, and we should not equalised this consist, operations opportunity or project.	DAN CHITTERST # 2/U
					Ottoba, and we include not sequenced this cross-on-agenteration opportunity.	
					Each Entering Control State of Englishment or Wilson Business Change I risky paper the service of the appear dender of 35 and the plane is further connect fast and Was Assists, I have give account about the proposal to convert any quiet. 25% smallered insert time connect between 454 and styring business. The least face is to be leader ready to less of the least ready to less of the less of the least ready to less of the least ready to less of the least ready to less of the least ready to less of the least ready to less of the least ready to less of the least ready to less of the least ready to less of the least ready to less of the le	See Comment 49
					my gust. 200% residential street (min a contensive between 41st and Arport Education and the street of the contensive between 41st and Arport Education and Street (min a contensive between 41st and Arport Education and Street (min a contensive between 41st and Arport Education and Street (min a contensive between 41st and Arport Education and Street (min a contensive between 41st and Arport Education and Arport Education 41st and	
					When the Maeller development went in, great efforts were made in the past to mitigate and stop increased stellin in this issuer, neighborhood by adding longitoms. I ask you to do that again by creating a longitom where Wishire meets with the east side of 15 So that cross traffic from 41st associal continue to be diverted onto the feeder or condition to be diverted on the feeder or condition to the diverted on the feeder of the standard on the feeder of the standard on the feeder of the standard on the feeder of the standard on the feeder of the standard on the feeder of the standard on the feeder of the standard on the feeder of the standard on the feeder of the standard on the feeder of the standard on the feeder of the standard of the standard on the feeder of the standard of the stand	
					When the occasional car costs through our neighborhood, it's avery dangerous to back out of some d'our drieways. My street has been gentle curve to it, so we all drive slowly to accommodate this. My husband's car was even hit along the rear because a car care accorning through and went around a speed bump within brought them to be edge of my driven year (and the back) and the care accorning through and went around a speed bump within brought them to be edge of my driven year (and the back) and the care accorning through and went around a speed bump within brought them to be edge of my driven year (and the back) and the care accorning through and went around a speed bump within brought them to be edge of my driven year (and the back) and the speed bump within t	
				Witshire	Our neighborhood also includes Maghewood Dementary and a very active Patternor Plark where we have many planned neighborhood activities and events. It has a plagground, swimming pool, community gardens, a very busy soccer field, skalet jamps and the Patter Terrior Genter, Historically it has been, and continued to bee, a part bush brings in many From Cherrywood, French Plance, Mostler and more surrounding each said also neighborhoods.	
3153	Temana Wilhelm					
					Please protect and preserve all of the work that has gone in to make it a packetise and take friendly neighborhood. Because it is so easy to get to Airport from the feeder. I hope you will see there is no reason to create a cutforugh that would make it appointfully more deagenous, not just for the neighbors, but also for all park go-ers and take notions. Schornelly, Earlaw Willeld.	See Comment #30
				Bike/ped safety	Sincerely, Yamara Withelm	
3154	Tan D. Tran	1/26/2023	MyCapEx Website - Comment Form	General Support	Date Chairman Bugg and Commissioners: Thank you for your support to address 135 through Austin in a comprehensive mainter. This shetch of highway is nationally residued as the 15th worst for traffic congestion and 3rd worst in the state. 155 through Austin in some other than 155 through Austin in some other than 155 through Austin in some other than 155 through Austin in some other than 155 through Austin in some other than 155 through Austin in some other than 155 through Austin in some other than 155 through Austin in some other than 155 through Austin in some other than 155 through Austin in some other than 155 through Austin in some other than 155 through Austin in some other than 155 through Austin in some other than 155 through Austin in some other than 155 through Austin in some other than 155 through Austin in Some other than 155 through Austin in Some other than 155 through Austin in Some other than 155 through Austin in Some other than 155 through Austin in Some other than 155 through Austin in Some other than 155 through Austin in Some other than 155 through Austin in Some other than 155 through Austin in Some other than 155 through Austin in Some other than 155 through Austin in Some other than 155 through Austin in Some other than 155 through Austin in Some other than 155 through Austin in Some other than 155 through Austin in Some other than 155 through Austin Institution I	See Comment #8
					Express Central design as proposed by TxDOT. This is a public transportation project that is MUCH MUCH overdue. There you for your dedication to serving the citizens of Texas.	
3155	Tandera Louie			Do not widen/No build	MobilitySS Program Manager Tommy Abrego, Lam a resident of Audin,TL states 1987 and Loppose bidds plans for 35 expension because it's been proven this will not decrease traffic and will only ruin green spaces, make traffic worse, cause construction for a long time, and cause more politication.	See Comment #5
					I am for more public-transit for austin residents and don't believe the state has our community in mind. 10 years of construction for just a few years of construction relief is NOT worth it.	
					I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for me.	
					It's ready baffling that y'all can just turn your backs on facts. Do not build more highway in the middle of our city, Seriously, what is wrong with you? There is no logic behind it.	
				Air quality/climate change	Highway expansions DONT work. They wonsen congestion (as we saw with the Katy Freeway), air ocise and water pollution, safety, and transportation options beyond driving.	See Comment #15
				Latent/Induced Demand	TOOT's process in this project is flewed. It girons induced Demand, construction impacts, particulate matter poliution from the wear, the failure of almost all highway expansions, the success of fneway removals, and to stell's modeling is flaved.	See Comment #15
					removies, and its traffic modeling is flaved.	
3156	Tanner Powell	3/6/2023	MyCapEx Website -	Bury/tunnel	Would prefer the highway to be in a turned, freeing up the above space. Definitely don't want it widened without covering it.	See Comment #25
	Tanner Powell		MyCapEx Website - Comment Form			
3156 3157	Tanner Powell Tanya Babitch	3/6/2023	MyCapEx Website - Comment Form VOH	Bury/tunnel Do not widen/No Build		See Comment #25 See Comment #5
3157	Tanner Powell Tanya Babitch	3/7/2023	MyCapEx Website - Comment Form VOH		Places don't proceed with this massive multi-lave expension. The evidence arraph obsent seem them that this will actually improve our ballifs. Studies of similar projects don't demonstrate results that exact pushf) the disreption and cost of this project.	See Comment of S
	Your		MyCapEx Website - Comment Form VOH MyCapEx Website - Comment Form			
3157	Tanner Powell Tanya Babitch Tanya Cazares- Guajardo	3/7/2023	MyCapEx Website - Comment Form VOH MyCapEx Website - Comment Form		Phase don't proceed with this makes much since expension. The orderes amply desert seen their this will actually reprine our traffic. Studies of smile projects don't demonstrate results that would justify the description and cost of this project. Saw Autories is the largest city without salmost bransportation. Building correlating for communities to get to and from Autories and Saw Avenues would these up 155 and 1504 and would lease envisione on the result.	Das Comment #3 Ses comment #1
3157	Your	3/7/2023	MyCapEx Website - Comment Form VOH MyCapEx Website - Comment Form		Personal with this massive must lowe expension. The evidence simply obserts seen that this will arbushly represe our terific. Studies of enrice projects durit decreasions results that would lead for following and could of the project. See A foreign and could off the project. See A foreign and could off the project. See A foreign and could be be be being of the project selected the expension and the seed of the selected that the selected	See Comment of S
3157	Your	3/7/2023	MyCapEx Witrate- Comment Form VOH MyCapEx Witrate- Comment Form		Para distriptional will this massie multi love expension. The originize sumply desert seem their this will actually improve our traffic. Studies of smile projects don't demonstrate results that would peakly the discreption and cost of this project. See Antonios is the largest only without satimus training strengthing seminating of the communities by the same filters have been perfectly as the strength of the s	Das Comment #3 Ses comment #1
3157	Your	3/7/2023	MyCapEx Withite- Comment Form VOH MyCapEx Withite- Comment Form	Do not widen/No Build Plagonal connectivity Multimodal Wangonfution	Passe don't proceed with this makes multi-lone experience. The evidence surply obsent lawers that the will actually improve our trainful. Studies of smile projects don't demonstrate results that would justify the disruption and cost of this project. Saw Anteries is the largest only without railmost transportations. Building connectioning for communities log of to and from Audits and Saw Anteries is the largest only without railmost transportations. Building connectioning for communities log of to and from Audits and Saw Anteries is the largest only without railmost transportations. Building connectioning for communities log of to and from Audits and Saw Anteries is the largest only without railmost training connections. Building connections of the fact. Making 3.55 Regions Manager Training Anteries for the first for 2.2 years, Linough uppose a TOOT's 1.55 operation joins. Expending lyingless as in information and instance and interview of the fact of the connection of the fact of the connection of the fact of the connection of the connection of the fact of the connection of	See Comment #5 See comment #1 See Comment #20
3157 3158 3159	Tanya Cazares Guajando Tana Jackson	3/7/2023 1/31/2023		Do not water/file Build Pagional connectivity Multimodal transportation Disayred safety	Head dust proceed will this massive must love expension. The ordered samply delect I seen that this will actually improve our traffic. Studies of unifor projects don't decreminate results that whole leads for the recognition and confidence of the project. The following is to be longer of the other projects don't decreminate to get it and from head or the following and the following and the projects of the confidence or the confidence or the result is the confidence or the co	See Comment 65 See Comment 620 See Comment 620 See Comment 620
3157	Yanya Cazares Guajando Yana Jackson	3/7/2023	MyCupEx Website Comment Form VOH MyCupEx Website Comment Form MyCupEx Website Comment Form	Do not widen/No Build Plagonal connectivity Multimodal Wangonfution	Passe don't proceed with this makes multi-lone experience. The evidence surply obsent lawers that the will actually improve our trainful. Studies of smile projects don't demonstrate results that would justify the disruption and cost of this project. Saw Anteries is the largest only without railmost transportations. Building connectioning for communities log of to and from Audits and Saw Anteries is the largest only without railmost transportations. Building connectioning for communities log of to and from Audits and Saw Anteries is the largest only without railmost transportations. Building connectioning for communities log of to and from Audits and Saw Anteries is the largest only without railmost training connections. Building connections of the fact. Making 3.55 Regions Manager Training Anteries for the first for 2.2 years, Linough uppose a TOOT's 1.55 operation joins. Expending lyingless as in information and instance and interview of the fact of the connection of the fact of the connection of the fact of the connection of the connection of the fact of the connection of	See Comment #5 See comment #1 See Comment #20
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3157 3158 3159 3199	Tanya Catares- Gasjerdo Taria Jackson Taria Citivarie S	3/7/2023 1/31/2023 1/24/2023	MyCapEx Website - Comment Form	Do not widen/fro Build Regional connectivity Multimodal transportation Bisk-joel surfay Regional connectivity	Head dust proceed with this masses must have expension. The evidence surply desent seem there that this will actually improve our traffic. Studies of smile projects don't demonstrate results that would justify the description and cost of this project. Sam Address in the largest only without reliment trainment trainments to inserve process. Sam Address in the largest only without reliment trainment trainments transportation. Building connecting for communities to get to send from Audits and Sam Anneas would fine up 125 and 1500 and exocal trainments under the week. Madring 5 Program Manager Trainmy Address. Madring 5 Program Manager Trainmy Address. Madring 5 Program Manager Trainmy Address. Madring 5 Program Manager Trainmy Address. Madring 5 Program Manager Trainmy Address. Madring 5 Program Manager Trainmy Address. Madring 5 Program Manager Trainmy Address. Madring 5 Program Manager Trainmy Address. Madring 5 Program Manager Trainmy Address. Madring 5 Program Manager Trainmy Address. Madring 5 Program Manager Trainmy Address. Madring 5 Program Manager Trainmy Address. Madring 5 Program Manager Trainmy Address. Madring 6 Program Manager Trainmy Address. Manager Trainmy Address. Madring 6 Program Manager Trainmy Address. Manager Trainmy Address. Manager Trainmy Address. Manager Trainmy Address. Manager Trainmy Address. Manager Trainmy Address. Manager Trainmy Address. Manager Trainmy Address. Manager Trainmy Address. Manager Trainmy Manager Trainmy Address. Manager Trainmy Manager Trainmy Address. Manager Trainmy Manager Trainmy Address. Manager Trainmy Manager Trainmy Address. Manager Trainmy Manager Trainmy Address. Manager Trainmy Manager Trainmy Address. Manager Trainmy Manager Trainmy Address. Manager Trainmy Manager Trainmy Address. Manager Trainmy Manager Trainmy Address. Manager Manager Trainmy Address. Manager Trainmy Address. Manager Trainmy Address. Manager Trainmy Address. Manager Trainmy Address. Manager Trainmy Address. Manager Trainmy Address. Manager Tr	See Comment #5 See Comment #2 See Comment #20 See Comment #50 See Comment #50
3158 3158 3159 3160	Tanya Catares- Gasjerdo Taria Jackson Taria Citivarie S	3/7/2023 1/31/2023 1/24/2023	MyCapEx Website - Comment Form	Do not widen/foo Build Regional connectivity Regional connectivity Multimodal transportation Disayined safety Regional connectivity Do not widen/foo Build Taxic	Passe that proceed with this massive multi have appearsin. The ordered surply desert bears that this will actually improve our traffic. Studies of smile projects don't demonstrate results that would pushful the description and cost of this project. See Androis is the largest city without failmed to insportation. Building something for commoders to get to sent from Austra and See Androis is the largest city without failmed to insportation. Building something for commoders to get to sent from Austra and See Androis is the largest city without failmed to insportation. Building something for commoders to get to sent from Austra and See Androis is the largest city without failmed to insportation. Building something for commoders to get to sent from Austra and See Androis is the largest from Austra and the largest from Austra and the largest from Austra and the largest from Austra and the largest from Austra and the largest from Austra and the largest from Austra and Au	See Comment #5 See Comment #2 See Comment #20
3157 3158 3159 3199	Tanya Catares- Gasjerdo Taria Jackson Taria Citivarie S	3/7/2023 1/31/2023 1/24/2023	MyCapEx Website - Comment Form	Do not widen/fro Build Regional connectivity Multimodal transportation Bisk-joel surfay Regional connectivity	Head dust proceed will this makes must love expension. The ordered samply delect seems that this will articulally improve our traffic. Busines of unifor projects dust demonstorare results that would have for interest to the final project. Such defense of the project. All follows the largest of a bringer of the seems of the project. All follows the largest of the business of the seems of the seems of the seed 155 and 1500 and would leave extension to the result. All follows the largest framery strange. Assigned havinger framery strange. Assigned havinger framery strange. Assigned havinger framery strange. Learn studied of Audition all two least the first frame framer framers of the seems of Audition and the largest framery strange. Learn studied of Audition and the factories. Place and the following suppose TOOT's 155 separation prime. Expending slightly seed to the section of Audition and Audition seed of Audition	See Comment #5 See Comment #2 See Comment #30 See Comment #50 See Comment #50
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3158 3158 3159 3160	Tanya Catares- Gasjerdo Taria Jackson Taria Citivarie S	3/7/2023 1/31/2023 1/24/2023	MyCapEx Website - Comment Form	Do not widen/foo Build Regional connectivity Regional connectivity Multimodal transportation Disayined safety Regional connectivity Do not widen/foo Build Taxic	Passe that proceed with this massive multi have appearsin. The ordered surply desert bears that this will actually improve our traffic. Studies of smile projects don't demonstrate results that would pushful the description and cost of this project. See Androis is the largest city without failmed to insportation. Building something for commoders to get to sent from Austra and See Androis is the largest city without failmed to insportation. Building something for commoders to get to sent from Austra and See Androis is the largest city without failmed to insportation. Building something for commoders to get to sent from Austra and See Androis is the largest city without failmed to insportation. Building something for commoders to get to sent from Austra and See Androis is the largest from Austra and the largest from Austra and the largest from Austra and the largest from Austra and the largest from Austra and the largest from Austra and the largest from Austra and Au	See Comment #5 See Comment #2 See Comment #20
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3106	Towny Villain	3/2/2023	Email	Do not widen, in a build	In Scott TOCK All that is been commonly one of a commonly compared to the commonly of the thorn deaths; " Lean Muniform, 1.955 All that is been commonly one of a commonly compared to the commonly of the	Sea Contract #5
3167	Tavenya Hogan			Bixe/ped safety	As FOOT TACK. Assuming the production of the price to expect 5.55. From the research for done, it seems labe the price presented are constraintable to share the form of Austra and K residents read. The rest share make and extremely the bitters and productions, not constraining that self discourage this behavior. As our city grows, we need more options for transportation and the price TCOst has presented due not edge with this.	Sea Comment #20
				Community alternatives	Community alternatives resed to be taken into consideration and 1 kindly saik for you all to reconsider the current options as they are not what is best for Austin. Thate you,	See Comment #564
				Air quality	Equivalent will only make our traffic problem worse, while adding to both move and air publisher. We must do what we can to protect one of the biggest search our city offers, beautiful given spaces, springs, and the Generality.	See Comment #558
3168	Taylor Barnett			Do not widen/no build	MobilitySS Program Manager Tommy Atrego,	See Comment #5
					MARKED STATES THE CONTROL TO THE CON	
				Reroute to 130	More traffic should be using 190 instead and there should be more public transit where I-35 is today instead.	See Comment #3
3169	Taylor Cook	\$10,000		Do not widen/no build	Tax embersaring that can have this in discourance plants in, for an Australian Horizon. Now failing a for behind out this IS Station made about, requester, and a Sigration in the station work of accession. If we can't have a train now we should do nothing and want for the state to get better leadership instead of accessing frequency on more for future generations.	Sea Comment #5
				Regional Connectivity	With central Texas from Congretions to Sain Astronic quickly Securing a super-eggin, we need fair, reliable, transportation but does not destroy the environment, consume lated that is needed for housing, and destroy our quality of Sis. We need a train. A good forward tooling, growth crisinned plan model have a train connecting population centers around the 135 correlator.	Second #1
3170	Taylor Cook			Do not widen/no build	Making Sayam Manager Transp Engine Transp En	Sas Connected #S
				Reroute to 130	This is the last part that flees are care up on the frees, and to except properties of \$2.50 as a recent control or providing excepting the control of \$3 incident for price interpretation. Centur Teams have been always and the control of the control of \$3 incident and control or providing and control to the region and \$3 incident and control or providing and control to the region and do not allow communities to reclaim lack that is covered processed by 1.55. This lack values and development priceral control or control or control of any of an other count of a region of season that the control or con	Sea Comment #3
				Latert/Induced Demand	Court SS Capital Express Control, 18-3 Scipital Express Control, and Extraoremental Impact Statement Data Courts Policital and the State of States A Control Commissions, State and Control Court Courts Policital Data Courts Policital Court Courts Policital Court Commissions, State and Court Courts Data Courts Policital Court Courts Data Courts Policital Courts Data Courts Policital Courts Data Courts	Sea Comment of 28
				Multimodal transportation	Insert to National Environmental Products for Engineer (COT) is recognized in contract and an extra production of the Company	The Comment #20
				Latent/Induced Demand	Dater 15C capital Express Central. Note: 15C capital Express Central. Date Control Express control Express control Express Central Express Ce	Sea Comment #18
					Autor its inductive consistence of the 7.52 section of an absolute prompt to easy an interactional of the CoNTO (sec.). This fit this is the section of the confidence of the control of	See Contract 20
3171	Taylor Coppock					
ID	Commenter Name	Date Received	Source	Topic	Connect	Responses
				Multi-modal transportation	Date 15 Squared Express Control. As 15 Squared Express Contro	Sec Contracts #201

	1		1		Date 1-55 Capital Egress Central, Jan. Rei 155 Capital Egress Central, Jan. Rei 155 Capital Egress Central, Dat Environmental Impact Statement Date Convern Robital and date Behaviol Officials, 16:00'l Commissiones, Staff, and Consultants, Date Convern Robital of date Behaviol Officials, 16:00'l Commissiones, Staff, and Consultants,	See Comment #18
					ns: 1-35 capital Express centrul, Unit christophismital implici disentent. Dear Covernor Nobolita and other Education Officials, NIDO Commissioners, Staff, and Consultants, Dear Covernor Nobolita and other Education Officials, NIDO Commissioners, Staff, and Consultants,	
					Theirs you for the opportunity to comment on the proposed I-35 Draft Environmental impact Statement and for the agrindment processes to delive transportation and paties trained infrastructure currently included in the proposed. The travel demand models that only seek to optimize this project to slightly speed up long distance single occupant to availed on the processent my needed and desires or the wast region for the eastern that it need safe, multimodal access in	
					the Audin region. The regional growth forecasts that project a future with the veiot majority of nesidents living in cair-dependent sub-urban housing situations is not the future that I want and does not reflect the history of my community or the libesoph that is usen to live.	
					Plase build an analytical model to be able to understand two different alternative transportation investment scenarios will provide for sale, mutimodal access for each neighborhood in the Austin region. This should analyze how many jobs secretify the content for the content of the content o	
					resist data as in an important about to the section of the section	
				Latent/Induced Demand	Developing, insepts for this project, some of the property states of the Austin Section for all modes, including cars and trucks, but not limited to the current focus on long distance single occupant vehicle trips. Then's you for all that ThCOT is doing to improve safe, multimodal access for all.	
					THEORY DO NO AND THE WASHINGTON	
				Multimortal transportation		See Connect # 20
				Multimodal transportation	I wish I clid not have to drive as much as I have to drive today. Driving is one of the most dangerous way to travel in Texas, with riding the bus being the most safe method, and walking being the second most safe way to travel. I wish that I had the feedom of a safe pedestrian, personal mobility device (including bicycles), and public transit travel options, but I don't.	See Comment #20
3172	Taylor Crownover	3/1/2023	Email	Do not widen/no build	ModifyS Program Manager Tomery Abregio, Large a reconstruct of the 15th description and 1995/F ShOTTS relates for LSS and 1,090/SS emparation II has been remore that histhogo large appraisions and not held removalistic and 1,000/SS in the large removal that the contraction and the 15th description and tradition in the large removal that the contraction and the 15th description and tradition and tradition and the 15th description and tradition and tradition and the 15th description and tradition	See Comment #5
					was so much more traffic and hornible construction to deal with. It is not worth it to have highway shut downs for the forescenario feature to accommodate one more lained that was a supplication of the forescenario feature to accommodate one more lained that was a supplication of the forescenario feature to accommodate one more lained that the forest that was a supplication of the forest that th	
					Assets (Express Manager Immore Adequate Temmore Adequate Tempore Adequate	
3173	Taylor Lancaster			Do not widen/no build	M-T-POTT-POT	See Comment #5
1	1		1		If, I'm a local architecture professional and i think the expansion plans for I-SS will have negative impact on not just the Austin community, but it's aesthetic. We don't want to be like Cultius. We like our walkable, blee able, town like city, like care for nature and art. Not more highways.	
	1					
				Beroute to 130	Is there not a solution to traffic if all sent tracks are encored to take the triff to the should encourage needs to set and of their ours, not sent that the description of the histories.	See Comment 4.5
1				MINUS 10 2.30	Its there not a solution to traffic if all sent trucks are required to take the tota? We should encourage people to get out of their cars, not spend half their day stuck on the highway. Thanks for your time, and I hope you truly reconsider all options.	
3174	Taylor Pearson	\$100,0000			Helifo, I would like to voice my support for the following issues in the I-35 expansion:	Sao Correnant #42
					would like to voice my support for the following issues in the LSS expansion: 1. A fall cap from Lady Bit Lake to Approx 1940 or make the arms into a poderzion walkhask 2. Carbor proxisoli Menta opagenie planor the to 2003. 2. Carbor proxisoli Menta opagenie planor the to 2003.	
				Caps/Deck Plazas		
				Reroute to 130	Route trucks to SH 130. I venuid support a totil of I-35 to accomplish this	See comment #3
3175	Taylor Ribar	3/2/2023	Email	Community Alternatives	MobilityS5 Program Manager Tommy Abregio, response Tod plants the spend 1-35 this would make shalf configencion worse. I am for Publish-S5 proposed plan. Taylor Bloar Taylor Bloar	See Comment #4
					горовы пыстрым то екренто наражения на ответствувают могыт, на тист местим это учествувают могыт. Согдения от наражения на ответствувают могыт, на тист местим это учествувают могыт. Тауыст Ябыя — Т	
3176	Taylor Steed	1/26/2023	MyCapEx Website -	General Support	Dear Chairman Bural and Commissioners: Thank you for your support to address 135 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic	See Comment #5
	.,		Comment Form		Date Chairman Bugg and Commissioners: Thank you for your support to address 135 through Asatin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for building composition and 3rd worst in the state. 135 through Asatin is overdeed for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the 135 Capital Ferrosc Canada dates are recovered. For This is a markly increaspoint composition or sure than it is a finally increaspoint comparishment. The sure worst control and state economy can continue to thrive. I write in support of the 135 Capital Ferrosc Canada dates are recovered to 700 This is a markly increaspoint comparish more than the comparishment of the sure of the 135 Capital Ferrosc Canada dates are recovered to 700 This is a markly increaspoint comparishment or the sure of the 135 Capital Ferrosc Canada dates are recovered to 700 This is a markly increaspoint comparishment or the 135 Capital Ferrosc Canada dates are recovered to 700 This is a markly increaspoint comparishment or the 135 Capital Ferrosc Canada dates are recovered to 700 This is a markly increaspoint comparishment or the 135 Capital Ferrosc Canada dates are recovered to 700 This is a markly increaspoint control or the 135 Capital Ferrosc Canada dates are recovered to 700 This is a markly increasing to 700 This is a markly increasing to 700 This is a markly increasing to 700 This is a markly increased to 700 This is a markly increased to 700 This is a markly increased to 700 This is a markly increased to 700 This is a markly increased to 700 This is a markly increased to 700 This is a markly increased to 700 This is a markly increased to 700 This is a markly increased to 700 This is a markly increased to 700 This is a markly increased to 700 This is a markly increased to 700 This is a markly increased to 700 This is a markly increased to 700 This is a markly increased to 700 This is a markly increased to 70	
					Express Central design as proposed by TxDOT. This is a public transportation project that is MUCH MXCH overdua. Thank you for your dedication to serving the citizens of Texas.	
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-55 through Austin is one of the most congested models yes generate in the State of Texas. As this seriously outsided readway is often contained the Main Short of Texas, a Historian Stream Short of Texas, a Historian Stream Short of Texas, a Historian Stream Short of Texas, a Historian Stream Short of Texas, and and immensa growing was earlied to the Main Short of Texas, and and immensa growing was earlied to the Main Short of Texas, and and immensa growing was earlied to the Main Short of Texas, and and immensa growing was earlied to the Main Short of Texas, and and immensa growing was earlied to the Main Short of Texas, and the Main Short of Texas, and the Short of Texas, and the Main Short of Texas, and the Short of	See Comment #8
3177	Taylor Steed	2/8/2023	Email	General Support	Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxD01. Thank you for your consideration of this request. Sincerely, Taylor Steed Four Flexible, U.S.	
					MobilitySS Program Managar Tommy Atrigio,	See Comment #5
					To whom it concerns, As a Tenas property owner and tampique, I want to write in to state that I oppose the plans to expand I-35 in Austin. This project will follow in the footstaps of many other failed freeway expansions, just like the Kety freeway that cost an enormous	
3178	Taylor Zinke	3/1/2023	Email	Do not widen/no build	amount of (stapping dallars, took years to complete, and only reduced trives for a few years before conditions became when were mine then they were prior to construction. We don't need another multi-billion-dollar band-aid, and we certainly don't need to before valuable, usaged is more invalidate, accessible place.	
					As Table opposition on an of singuish. It is not to write in the date that is qualter to a great the size of the s	
					Mr Tabol Tabol T.	See Comment #5
					In ECOT TOTAL THE PROPERTY REPORTED REPORTED TO THE PROPERTY REPORTED T	
3179	Teddie Eilenberger	2/23/2023	Email	Do not widen/no build	as were an improvant consequence are mineraccionis and to the delicity of the control of the delicity of the control of the delicity of the control of the delicity of the control of the delicity of the control of the delicity of the control of the delicity of the control of the delicity of the control of the delicity	
3179	Teddie Eilenberger	2/23/2023	Email	Do not widen/no build	out come. I do not support the use of state and city funds on this project. The timeline is also unrealistic and the project count likely take longer than estimated. This posts a direct strain on the city as traitle. We lincrease greatly carried the profromaged consequentiation phases. What is already an unremarked traitle is classified with contentable traitle is classified with contentable traitle is classified with contentable traitle is classified with contentable traitle is classified with contentable traitle is classified with contentable traitle is classified with contentable traitle is classified with contentable traitle is classified with contentable traitle is classified with contentable traitle is classified with contentable traitle is classified with contentable traitle is classified with contentable traitle is classified with contentable traitle is classified with contentable traitle is classified with contentable traitle is classified with contentable traitle is classified with contentable training traitle is contentable traitle is classified with contentable traitle is classifie	
	1				To summarize, I strongly oppose expanding I-35 and would like the funds to re-directed to public transportation or alternative options.	
3180	Teddy Logan Kinney		MyCapEx Website - Comment Form	Bury/tunnel	We have to get 15 right, and we must not run the neighborhoods reality. Test are quality and runoff. Cap as much as possible, I would like to see it almost as far it as 45th Street. Have cross streets every 6 blocks minimum. Neight times done it is whether can use Yesway. International Register Street good both invosify independent on the control of the control o	See Comment #25
			CONTRACTOR FORTH		Interstate Highway- funding should be mostly federal.	
				Reroute to 130	Send through trucks to 130.	See Comment #3
				Bike/ped safety	Citizens of Austrinitrated coosibly carr for the parks and pedestrian walkears, marks bike laines.	See Comment #30
3181	Toine Manager	3/7/2023	Email	Do not wishes too best "	Managed Spaces Manage Control Manage	The County of Co
3101	repair restriyoman	Jy 1/2023	Stell	So not water/no build	Mobilitys Program Manager Commy Azergio. I HATE MORE LANES, PLS INVEST IN PUBLIC TRANSPORTATION	
					Mr 1500T 1500T. As a resident of the North Loop neighborhood in Austin, I appreciate the opportunity to provide comments on the draft Environmental Impact Statement for the Capital Express Central Project, Having, carefully considered the alternatives	See Comment #5
					As a sedant of the form to an eight order of the Asset is proportion to proportion by propriet comment on the dolf. The informance of the Asset is proportion from the Asset is proportion for the Asset in the Asset is proportion from the Asset is proportion for the Asset is proporti	
					years, especially at a time when Austin will be building Project Cornect.	
				Do not wider/no build	years, appropriaty at a time wome numary mis or obtaining reproductions. The project would be concerning the use of signocourancy vehicles, promote urbain sprainel, and hinder progress toward reaching goals of the Austin Climate and Equity Plan. If, however, DOOT continues to pursue Modified Build Alternative 3, then I usgs TAOOT to work with the City of Austin to ensure that the expanded highway includes adequate easil-west crossings, as outlined by the Austin City Council Residution **Adult Alternative** **Adult Alte	
					on 2/23/2023, including: Erisure that all crossings between 51st and U.S. 200 are at grade.	
				Latent/Induced Demand	Expanding the highway would not eliminate congestion due to Induced Demand.	See Comment # 10
3182	Teresa Anderson				Expanding the highway would not elementar conjustion due to Induced Demand. TADOT can improve highway safety immediately by reducing the speed limits on the highway and access roads.	
				Lower Speed Limits		Das Connect # 305
				Business/residential displacement	In order to expand the highway, the project would confiscate land from businesses and residents near the right of way, disproportionably impacting small businesses and minority communities. Wildering the highway with the limited connectivity, currently in Modified Busid Atternative 3, would perspetuate, expand, and worsen the demographic divide that began with the city 1928 master plan.	Sao Cirement #21
				Bike/ped safety	Work with the North Long, Ridgetop, and Mindoor Plant neighborhood associations to evaluate adding earther full crossing (autorochine, bless, and pedestries fame) between 5.5st and U.S. 250. Releasing the project to more closely align with the recede of Audion and the communities who has alreg (3.5 mil requir.) between contractive over the decidade to come. Thinking you for your consideration. When the common contractive common contractive contr	See Comment #3D
					Revening the project to more closely align with the needs of Audits and its communities who twe sharps. 35-b will result in better outcomes over the decades to come. Thanks you for your consideration. I want Audits to be use like Bazerstein and leads the busbush. Cut Actionsh-sa men cyclist than car drivers. Learn your lessons and check out other mass transit areas. Floured on one mode of transportation is stupid and the least efficient. I do not like climate change and I seldom drive. I walk and bise EVERYMERETITIST.	
					WITH THE COURSE OF THE COURSE	
ID	Commenter Name	Date Received	Source	Topic	Commet	Repones

					As a state of the first layer is graphered of Audit 1 separation for approaching projects provide present in the dark forcemental instances to the Special force force from the proper force in the second provided present in the second provided prese	See Comment #18
					Informed members of our community:	
					TADOT's projected traffic growth and controlling times are exagginated because commuters will change their driving patterns as atternatives become more available or favorable. Expanding the highway would not eliminate congelion due to induced Demind.	
					The project itself voculd worken traffic and congestion for manry years, especially at a time when Austin will be building Project Connect. The project man under the project is the project Connect. The project man under the project is the project Connect. The project man under the project is the project Connect. The project man under the project Connect. The project	
					Work with the North Loop, Ridgetop, and Window Park neighborhood associations to evaluate adding sentence full crossing (automobiles, bikes, and pedestrian lanes) between 51st and U.S. 290. Revising the project to more closely align with the access of funding and the adding and the sentence of funding and the adding and the sentence of funding and the adding and the sentence of funding and t	
				Latest (Indused Demond	Instituted Demands. The property of the control of	
				Literal Industry Deliteral	Outdang more sense is acapte; outditation and agent rain or encount transactiviti	
3183	Teresa J Anderson		MyCapEx Website - Comment Form			
			Comment Form			
					TxDOT cain improve highway safety immediately by reducing the speed limits on the highway and access roads.	See Comment #395
					In order to expand the highway, the project would confiscate land from businesses and residents near the right of way, disproportionately impuding small businesses and minority communities.	See Comment #21
				East/West Connectivity	Middering the highway with the limited connectivity, currently in Middelfed Build Alternative 3, would properturate, expand, and version the deemgasphic chiede that began with the cty \$2500 mister plan. If, however, TOO continues to pursue Middlefed Build Alternative 3, and in large TACOT to work with the City of Audit to ensure that the expended highway includes adequate easil-west crossings, as outlined by the Auditor Opcoding Auditoriation on 2/23/2003 in controlling.	See Comment #20
					however, TaDOT continues to pursue Modified Build Affernative 3, then I unjër TaDOT to work with the City of Austin to ensure that the explanted highway includes adequate easi-week crossings, as outlined by the Austin City Council Resolution on 2/23/2023, including.	
3184	Teresa Sansone		M.Corfe Water	Air quality	No. of SE	See Comment #558
3204	Ferguson		MyCapEx Website - Comment Form	At Quarty	Abox 1-35 — die neut grante meisinsements of eir quility during the environmental spolew — (-)ingress Box of souly only to treat the water mortif	James Contractive - Color
					-Engineers should study ways to treat the water runoff	
				Multimodal transportation	-We should have direct BUS ONLY on ramps and off ramps so that transit gets a priority over one person one vehicle; -We should have bus only lanes	See Comment #20
					—rea stood nave too only area. **Real bound have more caps And last but not least., Early plans suggested TXDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state? **The plans suggested TXDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?	
					who are not not not not not not not not not not	
3185	Teresa Sansone		MyCapEx Website -	Air quality	No. of the Control of	See Convent #509
3185	Teresa Sansone Ferguson		MyCapEx Website - Comment Form	Air quility	About 15.5 The leading fault in elastic managements of air quality during the environmental review — Engineers should study ways to test the water excelf — And lead but not lead. Early place suggested TIDOT would pay for the project. Why do Audit suppoyes here to foot the bill for the region and the state?	The second secon
	1	1			And last but not leastEarly plans suggested TXDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the status?	
	1					
	1	1		Multimodal transportation	We should have direct BUS ONLY on ramps and off ramps so that transit gets a priority over one person one vehicle;—We should have bus only lanes—We should have more caps	See Comment #2D
3186	Terri Bolin	2/8/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously auditated readway is often	See Comment 48
					Out Charmen beg and Commissioners: There you for coughting that 155 strongs, havins a one of the most congested maskey segments in the State of Teach. As this seriously outsided maskey is often Associated that the segment of the State of Teach. As this seriously outsided maskey is often Associated, in a seriously outsided maskey is often Associated, in a seriously outsided maskey is only the segment of the State of Teach. As this seriously outsided maskey is only the segment of the State of Teach. As this seriously outsided maskey is only the segment of the State of Teach. As this seriously outsided maskey is only the seriously outsided maskey is only the seriously outsided maskey is only the seriously outsided maskey is only the seriously outsided maskey is only the seriously outsided maskey is only the seriously outsided maskey is only the seriously outsided maskey is only the seriously outsided maskey is only the seriously outsided maskey is only the seriously outsided maskey is only the seriously outsided maskey is only the seriously outsided maskey is only the seriously outsided maskey is only the seriously outsided maskey is of the seriously outsided maskey is only the seriously outsid	
					request. Sincere Regards, Terri Bolin	
	1				As COMPATION WAS A BANKET SOURCHMAN ACTION INVOICED INVOICED IN THE PARKET ACTION INVOICED IN THE PARKET ACTION IN	Sao Corennest #5
					neighborhoods, (b) the forest of now high rises now being constructed in the Rainey bistrict, (c) East Austin below this Totased and (d) that majority of Downhown residents and workers which are south of 8th Street will be simultaneously furnished on to the 54 large of new 155 service or ands that or not from Coasic Photosy Brought	
					Casar Chavez Street will also be overhaldness, particularly during the 6 years of 1-55 construction starting laws 2025. During time, p.DOT will routinely done or party impode staffic at the intersection of 1-55 and Casar Chavez, so they	
					cell. All this has to happen while the highway contract originates to operate.	
					During the same construction three trainer, the many thousands of new residents arriving to occupy time in multimate or new 40-70 story Namey Dathor Dustings now under construction construction or construction and the construction of the construc	
					Sounding to an effect of the control	
3187	Terry E	3/4/2023	Email	Do not widen/no build	Clear Chance Drank. EACOT's environmental impact assument studies small; almost enterly on 355 fast, with scarc consideration to shalf creage and impacts off sile, or made in summaring evens. 1007 most consider fault, extends to small; or summaring evens and from growth in summaring even and from growth in summaring even and from growth in summaring even and from growth in summaring even and from growth in summaring even and from growth in summaring even and from growth in summaring even and from growth even and from growth even and from growth even and from growth even and from growth even and from growth even and from growth even and from growth even and from growth even growth even and from growth even growth even and from growth even growth even and from growth even growth even growth even growth even growth even growth even growth even growth even growth even growth even growth even growth even growth even growth even growth even growth even growth even growth even growth eve	
					impacts to traffic from its project on surrounding areas and from growth in surrounding areas on its project.	
3188	Terry Mitchell	1/11/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway suggrents in the State of Texas. As this seriously outdated readway is often called the Main Street of Texas, all Texas should call for bold and decisive action to transform this critical streets of infestructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #S
					Collect for Maint Some Contracts, as income structure can not once and occasive accord not across structure on the across structure into a reasoning max was accommissional that rapid and information grown was are experiencing in our great channel. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this	
					TO CONTROL OF THE PROPERTY OF	
					Dear Chairman Bugg and Commissioners:	See Comment 48
					Dear Chairmann Bugg and Commissioners: It have worked for years to seek approachs and funding for the M 55 expansion through Central Austin. As CAMPO boardmentur, I voted for this funding. Thank you for recombining that I 55 through Austin is one of the most competited recipies experient in the State of Teass, As this seriously codded receiver is often called the Main Street of Teas, all Teases should call for bodd and decisive	
					These series or years a sease-group as not cause (or the m. 2 separate more), currier and active. As over of the series of the s	
3189	Terry Mitchell	2/13/2023	Email	General Support	The state of the s	
	1					
3190	Terry Woodroffe	3/7/2023	MyCapEx Website -	Do not widen/no build	Absolutely opposing this 35 expansion. Categorically do not want any anneoing of Walter Beach Park. that is sacred land.	See Comment #5
3120	reny mounding	3/1/2023	Comment Form	DO INC WORLD DOING	The state of the s	
		4.0				
3191	Tessa Matus	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose TsDot plans for 1-35. This is an expensive, cumbersione BANDAID for a problem. As someone who has experienced the dissolar that are the highways in Houston They suck. They do nothing to	Sas Corresest #S
	1				better traffic, increase polistion, discourage public transportation, and overall just field.	
3192	Tessia Lamison			Community Alternatives	Mobility.55 Program Marrager Tommy Abrago, Toppose the Is 35 expansion plan and support the Retbrink35 plan.	See Comment 44
					r oppose the 1-35 sepanson plan and support the flethrin35 plan.	
				Air quality	We do not need more laines that are just going to fill up due to induced Demand. We need public transportation. A freeway should not go through the middle of downtown spewing noise and pollution that	See Comment #558
				4,000,0	endangers neighborhoods and non-our mobility users.	
3193	Theo Howard	3/7/2023	Email	Do not wider/no build	Manifest Segment Manager Tempor Segment (and the segment of the se	Sao Corennest #5
	1				people of this city and the work in general you would stop this plan and implement Proper public Issuest. Sensething that gits around the city with speed. And not just to some parts of the city but All Over the city. Since this is to replace a 35 wooding or sensething that with a not inself to the with people and a sensething or sensething that the sensething or sensething that plan are sensething that the sensething the sensething that the sensething that the sensething that the sensething that the sensething that the sensething that the sensething that the sensething that the sensething that the sensething that the sensething that the sensething that the sensething that the sensething that the sensething that the sensething that the sensething that the sensething that the sensething that the s	
	1				Which wouldn't be hard during most of the day.	
3194	Theresa Zelasko	3/6/2023	Email	Do not widen/no build	Example 5 hough though though though though though the second of the sec	See Connent 45
					Fam a resident of District 1, Austin TX. 1.0PPOSE TxCOT's plans for 135 and 1.0PPOSE expansion.	
					I am FOR isso staffer through the heart of Austin. The Retheld-S5 proposal, reciring non-local traffic to S94.530 so an intertable, and more public transportation options and bike lases. FORTS amongs in this required is desired. Histories commons DIMS was it is present or section in a section with the reliable state.	
					10 years of construction for just a few years of congescion relief in NOT worth it.	
					wagger or not wreep a version who was supermoting programs to a great ensurps or a territore rotes. Insure you for your other and consideration.	
3195	Thomas Anderson	3/6/2023	Email	Reroute to 130	Mobility55 Program Manager Tommy Alregge,	See comment #3
					Mobility Si Program Manager Tommy Azmgs, The a resident of Sam Astrono who other choses of Austics, I oppose the expansion because of mal-life seamples of Induced Demand in Toses (namely, the Kally Freeway). Expansion will not improve traffic nor make Downtown a better place to live. We need to either on the highway or residence the highway secured Austic. Will place between about the light of the complete of the company	
3196	Thomas Returns	1/13/2023	Email	General Support		See Comment #8
3130		4/44/4023	Line	Omeran Support	To the Department of Transportation: 14:35 his a needed significant improvements for over 90 years. I fully support the departments efforts to expand capacity through additional lanes. Use the funding assistable to address the needs of the through traffic and local traffic. I support implementing Attenuate 3. Thoreas Bohaslav	

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Community Normatives I support a public travest first prigord and Related Six purposes. RELATE dis not experted SIS 3108 Titley Aguilar 31/2023 Small General Support Assembly Extract From Notice. 1 support a public travest first prigord and Related Six purposes. RELATE dis not experted SIS 3108 Titley Aguilar 31/2023 Small Sm	
2008 Tiffany Aguilar 3/1/2023 Email General Support MobilitySS Program Manager Enomy Arraps, 1 Main the Name Enough Enoug	
I have the formits softed 17 for moving to sen moving uses marries and differ how to drive to audit and the construction on 12 5s already bad., (our 1 insight what it will be if people go on through the expansion plan.	
MakiningSS Program Manager Dromp Arago. Iana resident Adata, and (1970/05E 2010) pains for 1-SS and (1970/25E aragranium. Iana FIGH pains that exceptional residenting facility of the second resident	
200 Tilling Plants 2/7,000 Woman Fine Chris 30 Spring Chris opposition on progressing and any opposition of progressing any opposition of progressing any opposition of progressing and any opposition of progress	
17/10/20 Visconsist Primary Primary 2/7/2023 Visconsist Remarks to 1.25 Primary Primary Care of Signature Control	
Start South	
3212 1fflery Treg 3/1/2022 Enals Do not widen/no boild Do not widen/no boild Do not widen/no boild not proportion for the proportion of the Comment #5 from Comment #5 from Comment #6 from Co	
analogis Program Managed Program Rose (Appl.) Analogis Program Managed Program Rose (Appl.) For a separated Program Rose (Appl.) uniformly appeal to also to TDOT or note forward with the 4-5 expension, Why does TDOT were to separate ingless, so much? It has been prove not to end and of a harmful to communification. The program Rose (Appl.) uniformly appeal to also to TDOT or note forward with the 4-5 expension, Why does TDOT or note to TDOT or note to TDOT or note and to send and of a harmful to communification or note and the send in th	
The Crosley 1/31/2023 Entail General Support Dear Claimman Bugg and Commissioners: Their's you for recognizing that 1/35 through Audin is one of the most congested machiney appearation in the 2014 of Texas. As this seriously conditioned machiney is within an infection of Texas, As this seriously conditioned machiney is within a similar than Machinery (i.e. and the 2014 of Texas, As this seriously conditioned machinery is within a machinery that will accommission that regist and commission than regist and commission than regist and commission than regist and commission than regist and commission than regist and commission than regist and commission than regist and commission than registed and commission	
The Chrosing LODO2022 Enabl General Support Connection Controllers (Long Controllers) (Lo	
3216 Tim Dislaces 1,/31,/2023 WiGuigEx Nileshab Comment Support Any effort to reduce vehicles on the reads is worth pursuing. See Comment 48	
3217 Tim Taylor 1/22/2023 Email General Support Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Assim is used the most congested reaching supports in the State of Teas. As this seriously outstand readway is often. See Comment 45	
collect the Main Devent of Taxon, wall Transact substituted for Section Annual Transact substituted for Section Annual Annual Annual Transact substituted for Section Annual Annu	
3218 Ten Taylor 2//2022 Enail General Support Over Charmen Bigg and Commissioners There is put or required post transmitted \$25 trough faults in our of the read companies on the bigs of face. The "Energing off" is an exact transmitted to the commissioner of the commissioners of the	

					·	
3219	Tim Thomas			Do not wider/no build	Making Shapes Manager Temps Yanger, and a second of the part of th	Soc Centered #5
				Public transit/Multime dal	There is car defer in will of our creaks and litering our sidewalks and take Lienes, Everyone wants better public transit, yet TuDOT proposes more highway laines. Your roads are the deadlest in Audin. If you must depend HI-35 we need pedactrium and bind crossings every 1/4 mile. We need a cap. And we need a plan to convent HI-35 over to rail and active transportation once we are forced to get serious about climate changes.	See Comment #13
				transportation		
3220	Tim Wallace	1/26/2023	MyCapEx Website - Comment Form	General Support	Date Chairman Bogg and Commissioners: Think you for your support to address 135 through Austin in a comprehensive manner. This stretch of highway is nationally resided as the 15th worst for traffic congestion and 3rd sweet in this setted. 3rd 5 through Austin is several of the 13th Couple of the 1	See Comment #S
					Mobility35 Program Manager Tommy Atrago, As a resident of our great state of Texas, I am one of the first to proclaim "Son't mess with Texas." The expansion of the highway is not only a poor solution to the issue of transportation in /around our cities, it is the quickest way to destroy our	See Commant #5
3221	Timothy Boomer	3/7/2023	Email	Do not widers/no build	land. How many lanes until the competion is "classed sp?" How much land displaced until there's "Enough Space? Why are we not respecting the natural layout and beauty of excepting around us? Why are we not making sessier and more simple ways of getting around through well funded and secured transportation for everyone?	
3222	Timothy Cubbison	3/7/2023	Email	Air Quality/Noise	In NOOT INCE. This White It May Compare the compared to the c	Soc Convents \$43
ID	Commenter Name	Date Received	Source	Yopic	Comment	Responses
3223	Timothy Edward Duda		MyCapEx Website - Comment Form	Multimodal transportation	There we imported issues that must be considered concerning the HT 35 contain, an quality and water nor off to name two. Make trained screen about the printinged allowing for but laters as well as no set off many accessibility.	See Commet #20
				Air quality	The unincremental impact of single-occupant vehicles in STEL being given. The DT has a responsibility in address the environmental consequences of near rature our planning. Cheever, more efficient abstractions are not being entirely considered. Care we do before The vehicle entirely reported interests. The purplets health and well being even point of the discussion? Assert this is question before making final decisions. Thank you.	See Comment #568
3224	Timothy McCool			Do not widen/no build	Mobility35 Program Manager Tommy Abrogo, 1 am writing to express my strong opposition to the proposed plan by TxCOT to spend \$5 billion expanding the intensitate highway that cuts through the middle of downtown Austin. I believe that this project is not in the best interest of our	Sue Commant #5
					community and will have numerous negative consequences for our ofly. Furthermore, I do not want to use an intensistable highway for my local trips. Half of all trips by Austinities are journeys of 3 miles or less, and so it doesn't make sense to force us to blend our traffic in with travelers who are going a much further distance and ust want to breass our oth.	
					teoper TADDT, Aution City Council, and other representatives to stand up for me and other members of our community, TADDT should not be able to unitstantally decide what's best for our city and our community, I urge you to reconsider this proposal and on instant our to treat the counting a more sustainable and health only for all of us. These you for your administrations this in matter.	
				Community alternatives	Instaud, I am in favor of something more along the lines of the Rethink35 proposal	See Comment #4
				Reroute to 130	First and foremost, Lopous PiCOT's plans for 155 and expansion, which suggests redesignating another highway such as 5H 13O as an interestal, and instead constructing a boulevard going through town that would involve a more a crise-encided beareoffing project.	See Comment #3
				Latent/Induced Demand	The Rethink proposal takes into consideration the flaws in TxXXII's process for this project, which ignores induced Demand,	See Comment #18
				Tire wear	construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and flaved traffic modeling.	See Comment #18
				Public transit/Multimodal transportation	I believe that this intensitate project will make it move difficult for people to get around our city, and will not provide any real solutions to our transportation problems. Instead, we need to focus on public trained and other sustainable transportation options that will allow us to move around our city without nelying on cars and highways.	See Comment #13
				Air quality/noise	Regimes requestes have been above to secure congested as we saw with the Kelf, Princesys, an notice and eater pollution, suding, and transportation options beyond divining. Therefore, I alongly believe that this project is not worth the investment Spending 15 years of construction on this is unique.	Sectioned #34
3225	Timothy Pellowski	Soform	MyCapEx Website - Comment Form	Caps/deck plazes	Document the impact of adding any trightway laines to local streets and the resulting impacts to waiking and bibling. Design the "budewest" to NACTO and COA standards so that it functions as a street, not high-speed frontain road.	See Comment #42
					Change in an extractionate of two residences in the extractional contractions of the extraction and extraction	
					Design the project so that additional caps and stiffchis can be added at a like date throughout the height of the project. Design the project so that caps can be occupied by both park-like open spaces or buildings or 3-4 stories to allow for best use of the area over time. Engage urban design, laminiscipe and architecture professionals in addition to engineers when developing all components of the project.	
					 - середе может оператор и по посторот в розевения и постор по террителя и по розек. 	
				Water quality	Redissign water management, including management of stormwater, runoff, and flooding, to ensure that water is filtered and treated before being seturned to the Colorado River.	See Commet #125
				Latent/Induced Demand	Redesign any improvements to minimize induced Demand, vehicle raises towards, and the resulting pollution. This would include a robust study of Induced Demand, increased VMF, and a realistic assessment of both current and future pollution and that does not simply assume electric vehicles will solve these issues.	See Comment #128
				Public transit Mutaus	In order for transit services, waking and being to successfully operate along and across the 1-55 corridor, there must be additional connectivity and additional capping. The Austin Strategic Mobility Plansplans for a significant mode with a less project about support those pasts. Elee account mediation for their recommendation of reference;— Mitaglians instalgies beyond capping in part of covertown and part of UT and install and inference. The account mediation is considered in the control of the account mediation o	See Comment #13
				dal transportation		
				Parks	Proces additional protections for Auditin's parkised and open spaces, including addining parkised and open space amends to the ordinary of Auditin. Ensure that any parks, which are directly respected, concluding the file in Lake Memographian Park, Mister Basel, Chapter Breach St. Park at Periors Basel and Palm Park, and any other train directly respected, recluding the Buffer Phase and Basel Fast and of the Rich Falleway, but reproceduces and admitted the Mister Basel Basel Fast and other Rich Falleway (as reproduced access admitted that the State Parks), we improved access and admitted that the State Parks are processed.	See Comment #250
					and the Red Line Purkeys, have improved access and usability with this project.	
				Business/residential displacement	Miligate displacement of communities of color and low-income families by minimizing the proposed ROW. The preferred softener proposes to increase the ROW to an extent which places a possible 207 commercial and residential properties at min of displacement, some of which would displace non-white and lower-ecome populations.	See Comment #21
				Reroute to 130	TuCOT should incentivate traffic to use SH13O, which was built as a bypass to I-SS, but is currently not financially structured to encourage long distance drivers to go around central Austin.	See Comment #3
3226	Tina Li	2/8/2023	MyCapEx Website - Comment Form	General Support	As a UT student who commodors, this redesign would help me termentously as it will not only allow me to get to compus faster but also provide safer driving conditions	See Comment 46
3227	Tissie Elliott		MyCapEx Website - Comment Form	Multimodal transportation	Approximate formation deciding on the proposal changes for 155 keys to be consisted the large times for the consistency and index of the constraint of the c	See Connect #20
				Air quality	In addition, this would reduce air pollution. Safe bike lanes are being added in all part of the city and they should also be considered for US. Again, a quicker commute while improving air quality is a win-win.	See Comment #558
					Will TXXXIT be paying for these changes or will Austin has payers be footing the bill?	
3228	Titan Page	2/16/2023	MyCapEx Website - Comment Form	Business/residential displacement	I am writing concerning the expansion of 155. This would cause over 200 businesses to indicate, including one of my foreign local businesses. The Ward China Ties House, Please reconsider the project and at the way less provide employ provides employed complete contractions to businesses. The businesses to be assessed to businesses that it is not a facility of the foreign of the device design to the first China Ties House, Excuse it has grown to fit the historical business it is in, and that control character can not be executed. The control to be high and to fit on a more budding, but they have businesses are budding, but they have been careed used to be executed. The control to be high and to fit on a more budding is to they have budden as more budding, but they have budden as more budding as the high and the control to the fit of the control to th	See Commert #21

3229	Tobin Abraham	3/7/2023	Ernail	Community afternatives	Data 136 (qualifications Control.) On the Designation Of Section (1994) and the Section Of Section	Sea Controver 44
3230	Todd Giffillan	2/7/2023	Email	General Support	Our Countes bugg and Commissioners: These yes for recipining that 135 inrough Audio is used the most congested makesy segments in the State of Taxas. As this services published insolvery in district Mark Toxic of Taxas, as the services of the State of Taxas and the services of the State of Taxas and the State of Taxas and the State of Taxas and Taxas and the State of Taxas and Taxas and the State of Taxas and Tax	See Communit 68
3231	Todd Miller	1/13/2023	Email	General Support	Control Control May 1 (a) propose of control (Control Control	Se Comment #8
3232	Todd Petch	2/8/2023	Email	General Support	Sex Changes Right of Communication Sex Theory in the register of which SE found places in an of the sex of a good or adjusted and sex of the se	The Communit 48
3233	Todd Wellace	2/7/2023	Email	General Support	Such Channels Budg and Commissions. These part for reciping in part is \$5 mings fluids in a red firm and originated making regions in the State of East, As No services designed and continues profit on a contact to Man State (1994), and a state of the state of the state designed and continues profit on the state of t	See Connect 48
3234	Tom Cartwright	1/18/2023	Email	General Support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Audit is one of the most congested nashway segments in the State of Teach. As this seriously nutlined readway is within collect the Main Street of Teach, at Teach sectional to the date of colorise action to transform the confidence of the Street of Teach, at Teach sectional to the section of the Street of the Street of Teach section of the Street of Teach section of the Street of Teach section of the Street of Teach section of the Street of Teach section of Teach s	Sea Contract #8
3235	Tom Chamberlain			Do not wider/no build	Monthly Region Money From you found to the second of the s	See Communit #5
				Latent/Induced Demand	Highway expansions Dont relieve congestion, Just ask the residents of Houston and Atlanta. I grew up in San Amonio and expansion failed there too! They just encourage more auto and serri traffic.	See Commant#18
ID	Commenter Name	Date Received	Source	Topic	Commet	Reportes
				Reroute to 130	Reroute intensiate traffic to sh-130 and turn the former IH 35 through austin into a boulevard with room for public transportation, foot traffic and bikes.	See Commant #3
				Public transit/Multimodal transportation	More ingression and of ordinan areas and nonlimit those right of ways in trivine, bases and surface traffic.	In Comment #13
3236	Tom Morianity			Laters/Induced Demand	Its hoofs foot. Aux TOOT, Aux TOO And TOO AND	Son Comment of 28
				Reroute to 130	Abamster rooting is in plans. The highway 40/100 highwas need on the exist sole is measively undersead, and is already constructed. Why continue to expand capacity on 155, expecsely for through traffic, when an alternative already exists and is constructed. It would be chapped to be given to be constructed and an already exists on the other to pay the measive costs of violency (135 yet again.	See Connect 33
				Placial justice	Opportunity and of entirms, These are multiple summers, most and or often each fast of must be to the type production of purchase and control under account of a section of the section of	See Comment 4.3
3237	Ton Schwirdt	3/7/2023	Email	Multimodal transportation	In ECOT ICOT. The Total proposed 35 expension in Auditin is desirationly auditated in methodology and a group insolequate for motion, multimodal presponsation. It seems entirely focused on individual motor various at the expense of serror large seal of entryling size. Authorized the proposed of entryling size. Motor selection for the proposed of 90, to recovered register/conduct, its reconnect ordinant. This will only happen if you printless people over care. Provides washability, biblishilly and all abilities access. Motor websites have been the printing for for to long. Make the right choice.	See Comment #20
3238	Tom Starcy	1/23/2023	Email	General Support	Due Chairman Bug and Commissioner, Think yo, for recognising that 1-35 through Audin is one of the most congested nucleus perpents in the Solid of Tous. At this servicely outside indexing is demi- cially the Solid Office. At Touris who should can't be look and decine action in the foliate desired in efficience, the relationship that will accommiss the required immessing growth was reported; or any great State. Association, in our most Solid you improve support for the 1-35 Gapter Operate Central designs as proposed by ECCT. Thank yo the year consideration of this required.	The Communit 48
3239	Tom Stacy	3/7/2023	Email	General Support	Due Chairman Bugg and Commissioners: That is, put for recognizing that 155 through Justine as one of the most congesion readway suggested in a State of Taxas. As this servicely auditived readway is often unless the Main Street of Taxas, all Taxas should call for bold and deceive Associating that 155 through Justine as one of the most congesion readway suggested in a State of Taxas. As this servicely auditived readway is often unless the Main Street of Taxas, all Taxas should call for bold and deceive Associating that will be suggested in the State of Taxas and Taxas should call for bold and deceive Associating that will be suggested in the State of Taxas and Taxas should call for bold and deceive Associating that the State of Taxas are should call for bold and deceive Association of Taxas are should call for bold and deceive Association of Taxas are should call for bold and deceive Association of Taxas are should call for bold and deceive Association of Taxas are should call for bold and deceive Association of Taxas are should call for bold and deceive Association of Taxas are should call for bold and deceive Association of Taxas are should call for bold and deceive Association of Taxas are should call for bold and deceive Association of Taxas are should call for bold and deceive Association of Taxas are should call for the Association of Taxas are should call for bold and deceive Association of Taxas are should call for bold and deceive Association of Taxas are should call for the Association of Taxas are should call for the Association of Taxas are should call for the Association of Taxas are should call for the Association of Taxas are should call for the Association of Taxas are should call for the Association of Taxas are should call for the Association of Taxas are should call for the Association of Taxas are should call for the Association of Taxas are should call for the Association of Taxas are should call for the Association of Taxas are should call for the Association of Taxas are should call for the	Sea Contract #8

3	1240				Multi-rockel transportation	Local case person from forcing. Local case person for from forcing. Local case person for from forcing filtering (many, filtering filt	See Contravel #20
					Air Quality/Climate Change	And the Support of the project and fully installed and original to accommendate and comments and	The Comment #10
	ID Co	Commenter Name	Date Received	Source	Topic	Commet	Piesponiels
						Dear 1-35 Capital Express Central,	See Comment #20
						Sex 15 Cognit Former Control. The control of the c	
3	1241				Multimodal temperatrion	These year for branchemote work over the test several years of the Test September of Temporation to stadies a wide systems appear and extensive years the test Bear good of the September of Test September of Temporation to September of Temporation to September of Temporation and the September of Temporation to September of Temporation and the September of Temporation to September of Temporation to September of Temporation September of Temporation September of Temporation September of Temporation September of Temporation September of Temporation September of S	The Comment 420
	1241					Those you for the transformation would nor the fault to been govern or an in-this Capparent of Temporphism and security your toward of Relief to the good of the Relief to the good of the Relief to the good of the Relief to the good of the Relief to the good of the Relief to the good of the Relief to the Relief to the good of the Relief to the Relief	Toe Continues 420
	2241		3/7/2023	Ensai		Those you for the conditionate work over the last beared years of the Condition of the Cond	Tow Continues 4:20 Tow Continues 4:20 Tow Continues 4:20

					Dear 1-35 Capital Express Central,	See Comment #20
					No. I-SS Caprilal Exprises Central, Draft Environmental Impact Statement Dear Governor Abbott and other Excited Officials, TADOT Commissioners, Staff, and Consultants,	
					Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currently included in the proposals.	
					I wan i told not have go ordered as much personal mobility device (including bicycles), and public branist based options, but I don't.	
					Over 150 Copial Exempt Centrel. Over 150 Copial Exempt Centrel	
					lifestyle that I want to live.	
		1			Please Date of an analysis miscus to see to uncertainty or more than the property of the prope	
		r			The Audit in Audit Chine Service Servi	
3243		3/7/2023	Email	Multimodal transportation	tenescaping attemptors on use projects. or use projects. Please optimize any scenario to improve safe, multimodal access for people across the Austin region for all modes, including cars and trucks, but not limited to the current focus on long distance single occupant vehicle trips.	
		1			Thank you for all that TxDOT is doing to improve safe, muttimodal access for all. Sincerely,	
		1				
3244	Tommy Elliott	2/6/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 155 through Audin is one of the most congested markets segments in the State of Texas. As this seriously outsided neadway is often collect the Main Street of Texas. As It Texas should call for bold and decisive action to transform this critical stretch of infestructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
	Elliott				Called the Main Street of Tessis, all Tessas should call for bold and decisive accompt to transform this critical shelton of resident and accompting the second of the sec	
					Accordingly, I am writing today to express my complete support for the 1-35 Cephal Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my T-Mobile SD Device: Get Outdook for Android	
3245	Tommy Pho	1/27/2023	Email	General support	Duer Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most competited routbowy segments in the State of Texas. As this seriously outsized routbowy is often collect the Mark Street of Texas, as the time seriously outsized routbowy is often collect the Mark Street of Texas, as the time seriously outsized and obscive action to branchem this critical street in infrastructure into a mostlewy that will accommissible the repair and immense growth we are experiencing in our great State. According, it is mentiops by segments on provise support of two States of the provision of the second street of the second stree	See Comment #8
	7110				Caccardingly, I am writing today to express my completes support for the 153 Capital Express Central design as proposed by 7001. Think you for your consideration of this	
					request.	
3246	Tommy Vinyard		VOH		By its nature, a highway built for cars is hostle to pedestriains. As a citizen of Austin, who has lived here for 10° years, I have walked across 15° on overpisses many times. Each time, it is a hostle experience. The feeling of loud cars traveling at 60° mph below your feet is unsetting, it feels as though any errors step could lead to getting hit. In fact, this consider through Austin is (and has been) consistently the deatliest comfor for	Sae Connent #5
				Do not widen/no build	pediatrians in the entire oil limits. Why their, would your proposal actually decreases the total number of pediatrian orange of \$55° Shouldn't the orange of their pediatrians orange of \$50° Shouldn't the orange of their pediatrians orange of their pediatrians orange of their pediatrians orange of their pediatrians orange of their pediatrians orange of their pediatrians orange of their pediatrians orange of their pediatrians or their pediatrians	
					Systems are a splanger from the course have been presented as a splanger from the course have been presented as a splanger from the course have been presented as a splanger from the course f	
				Reroute to 130	our city has to offer. Thank you! Also, why can't we move ISS to where IR130 currently ats and downsize its current footprint when the large majority of trips on the central comidor are local?	Sax Comment #3
					AND THE SHARE HE AND THE SHARE HE AND THE SHARE HE AND THE SHARE HE AND THE SHARE HE AND THE SHARE HE AND THE SHARE HE AND THE CHITCHES ARE SHARE HE AND THE SHARE HE SHARE HE AND THE SHARE HE AND THE SHARE HE AND THE SHARE HE AND THE SHARE HE AND THE SHARE HE AND THE SHARE HE AND THE SHARE HE SHARE HE AND THE SHARE HE AND THE SHARE HE SHARE	
3247	Tony Allison	1/12/2023	Email	General Support	Daier Chairman Bugg and Commissioners: Think you for recognising that 1.55 through Austin is one of the most composted meaning segments in the State of Texas. As this seriously custinged making in other contents that Ma	See Comment #S
1	Allson	1			Also, why cart we most 55 to where SEX30 converty sha and deserois in its content compared when the larger required yet trips on the control controls are located. Our Chammes Bugg and Commissioners. Finally, you for required part to 155 STrongs, Audin in our of the most congrated readings against an interface of reads, as for sure ready additional readings in different analyses of the control control of the sure of the su	
1	1		1	1	request.	
					Table, here in toution or prevently arring operation or in gloring charge (get 5) specified providing from fails bould information. 2. The rest bould in a finite or in the contract of the c	See Comment #5
					do so is sertified and will accomplish nothing. Every traffic sunly available tells on that adding more lance has never done anything for congestion, from Recuston to Seattle, it would be feeled to expect the outcome in Austin to be any different. The	
3248		1/4/2023	Email	Do not widen/no build	replacements and section of the control of the cont	
					takeper money. Sharmbing forested and windows to the control of th	
					The control of the part of the control of the contr	
3249		2/9/2023	VOH	CapMetro	Will there be interim projects procured through CapMetro using the \$9.4M to address maintaining travel service during construction?	TuDOT is coordinationg with Caphilatria about maintaining travel service throughout the length of contraction and working with community organizations to previde bus passes to riders when appropriate.
3250	Tony Harrelson			Do not widen/no build	MobilityS Program Manager Tommy Abrego. I HATE THE EXPANSION OF 13511 It won't help relive traffic and it will destroy the areas around it.	See Comment #S
					I PATE THE EMPAGENT UP 1-3311 It was 1 map helive transc and it, will deathly find aneas around it.	
				Community Alternatives	I support reffinis i 35.	See Comment #4
3251	Tori Voget	1/13/2023	Email	Do not widen/no build	Dear Chairman Bugg and Commissioners: I am a community member of Austin and I am writing to express concern with the I-35 expansion. Comparable highway expansions have not decreased traffic and so I do not support the plan. If we switched I-35 to be tolled and 183 to be not-folled, that would help redirect the traffic of people passing through Austin to move around the city core rather than through it. I	See Comment #5
					do not support the expansion of I-35 and our neighbors have similar concerns.	
ID.	Commenter Name	Date Received	Source	Yoric	Comment	Recornes
ID	Commenter Name	Date Received	Source		Connect	Reports
ΙĎ		Date Received	Source	Air quality/noise	I am also concerned about the increased noise and air poliution.	Responses 544
1D 3252	Corresenter Name Tony Kesl	Date Received	Source		Laws also concerned about the microscast noise and as printation. MANIGEST Replace Manager Tempo Stateger Tempo Stateger MANIGEST Replace Manager Tempo Stateger Tempo Stateger MANIGEST Replace Manager Tempo Stateger MANIGEST REPLACEMENT AND ADMINISTRATION OF THE MANIGEST RE	Recorded 634 See Connect 635
1D 3252		Date Received	Source	Air quality/noise		
3252		Date Received	Source	Air quality/noise	Laws also concerned about the microscast noise and as printation. MANIGEST Replace Manager Tempo Stateger Tempo Stateger MANIGEST Replace Manager Tempo Stateger Tempo Stateger MANIGEST Replace Manager Tempo Stateger MANIGEST REPLACEMENT AND ADMINISTRATION OF THE MANIGEST RE	
3252		Date Received	Source	Air quality/noise Do not widen/no build	can also concerned about the increased noise and as probation. Making ST, Program Manager Temps (Along, The Company of the C	
1D 3252		Date Received	Source	Air quality/noise Do not widen/no build	Laws also concerned about the microscast noise and as printation. MANIGEST Replace Manager Tempo Stateger Tempo Stateger MANIGEST Replace Manager Tempo Stateger Tempo Stateger MANIGEST Replace Manager Tempo Stateger MANIGEST REPLACEMENT AND ADMINISTRATION OF THE MANIGEST RE	See Connect #5
		Date Received	Source	Air quality/noise Do not widen/no build	Lam also concerned about the microscel moles and as profitation. Manifest Program Manager Temps Storage. Manifest Program Manager Temps Storage. Manifest Storage Manager Temps Storage. Manifest Man	See Connect #5
3252 3253		Date Received	Source	Air quality/noise Do not widen/no build	Lam also concerned about the microscel moles and as profitation. Manifest Program Manager Temps Storage. Manifest Program Manager Temps Storage. Manifest Storage Manager Temps Storage. Manifest Man	See Connect #5
		Date Received	Source	Air quality/noise Do not widen/no build	Lam also concerned about the microscel moles and as profitation. Manifest Program Manager Temps Storage. Manifest Program Manager Temps Storage. Manifest Storage Manager Temps Storage. Manifest Man	See Connect #5
		Date Received	Source	Air quality/noise Do not widen/no build	Lam also concerned about the microscel moles and as profitation. Manifest Program Manager Temps Storage. Manifest Program Manager Temps Storage. Manifest Storage Manager Temps Storage. Manifest Man	See Connect #5
		Date Received	Source	Air quality/noise Do not widen/no build	Lam also concerned about the microscel moles and as profitation. Manifest Program Manager Temps Storage. Manifest Program Manager Temps Storage. Manifest Storage Manager Temps Storage. Manifest Man	See Connect #5
		Date Received	Source	Air quality/notice Do not wider/no build Public towns/Multim townsportation	can also concerned about the increased noise and as probation. Making ST, Program Manager Temps (Along, The Company of the C	See Connect #5
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		Date fectored	Source	All quality/indexed Date out widen/into build Date out widen/into build Addition A	Same take controved about the increased review and are produced. Making SS Product Review Theory States, and are produced review and an experimental production of the controvers and a	Sea Contract #5 Sea Contract #5 Sea Contract #5 Sea Contract #5 Sea Contract #5 Sea Contract #5 Sea Contract #5 Sea Contract #5
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		Data horaved	Saura	An quality/notase Da not widen/no busid Track Tr	Familia concerned allows the increased mode and as production. Making 157 Progress Manager Transport Segue Tr	See Contents 45 See Contents 43 See Contents 43 See Contents 43 See Contents 43 See Contents 44 See Contents 44
3253	Nory Madi	Date Neurosci	Secret	An quality/massa Da not wide/no basid Tradic	Case the concerned about the increased notice and as profusion. Making 539 Regions through Tumory Disting. Making 539 Regions through Tumory Disting. Making 530 Regions through Tumory Disting to the control programatic appeals the control planes and any planes that mode separating the highway. Despiring the second of the planes are control to the planes and the planes are control to and planes are control to any deposition are control to any deposition are control to any deposition are control to any deposition are control to any deposition are control to any deposition are control to any deposition are control to any deposition are control to any deposition are control to any deposition are control to the control to	See Comment #3 See Comment #3 See Comment #3 See Comment #4 See Comment #4 See Comment #4 See Comment #4 See Comment #4 See Comment #4 See Comment #4 See Comment #4 See Comment #4 See Comment #4 See Comment #4
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3253	Nory Madi	Date Received	Source	An quality/induse Do not wider/no build Proble: broad-life broad-life broad-life broad-life broad-life broad-life broad-life broad-life broad-life broad-life broad-life broad-life broad-life Laters/indused Demand Control-life An quality-indused Demand An quality-indused Demand Early-indused Demand An quality-induse Franchic to 1.30 Early-wat connectivity Revoke to 1.30	Case the concerned about the increased notice and as profusion. Making 539 Regions through Tumory Disting. Making 539 Regions through Tumory Disting. Making 530 Regions through Tumory Disting to the control programatic appeals the control planes and any planes that mode separating the highway. Despiring the second of the planes are control to the planes and the planes are control to and planes are control to any deposition are control to any deposition are control to any deposition are control to any deposition are control to any deposition are control to any deposition are control to any deposition are control to any deposition are control to any deposition are control to any deposition are control to the control to	Sec Content 43 Sec Content 43 Sec Content 43 Sec Content 43 Sec Content 43 Sec Content 44 Sec Content 44 Sec Content 44 Sec Content 44 Sec Content 45 Sec Co
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3253 3254 3256 3257	Travey Read Travey Brain Travey Brain Travey Brain Travey Brain Travey Brain Travey Brain Travey Charge Charge Traves Charge Charge Traves Charge Charge Traves Charge Charge Traves Traves Charge Charge Traves Traves Traves	3/2/2023	VOH Great George Walnut Form	An quality/indexed Do not wider/no build Do not wider/no build Analysis of the property of	Cancel for the control allock the increased notice and a profusion. Making SSP regions through Towns (Signate Size of Section 1) and a profusion of program in a proper towns of the control of program in a profusion of the control of section and an indicate the control of section and a section of the control of section and a section of the control of section and a section of the control of section and a section of the control of section and an indicate the control of section and a section of the control of section and a section of the control of section and a section an	See Contents 43 See Contents 43 See Contents 43 See Contents 44 See Contents 45 See Co
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3260	Travis Lee Ratdiff	3/7/2023	MyCapEx Website - Comment Form	Parks	The proposed plan fails to properly address the traffic problems throughout the city, involves the seizing of parkland along the river, and destroys forms and businesses along (35. Furthermore, the increased noise that will be created for communities adjusted to (35 is simply not acceptable, 1 urgs you to reconsider this plan and work towards a better couldnot that benefits all of Austria's residents.	Sale Comment #350
3261	Travis Robertson	2/8/2023	Email	General support		See Comment #6
3262	Travis Sanvell	2/8/2023	Email	General support	Lact Claims higgs of Commissions. In this paper of Commissions were completed reading segment in the State of Texas. As this services produced reading year of the most of texas, as Texas should call for total and discussed across to search and the commission that the commission that is commission to the state of Texas. As this services produced in the call for total and the final discussed across to search and the commission that is commission to the state of Texas. As this services produced in the call for total and the final discussed across to search and the commission that is commission to the call of texas of Texas. As this services produced in the state of Texas, as Texas should call for total and discussed across the call of Texas o	Sec Comment of S
3263	Travis Stone	2/9/2023	Phy	Do not widen/no build		See Comment 45
			sica I Co mm ent		I am opposed to this experience in all forms. This experience would destroy all opportunity in the new foliant to be author Auditor but increase authorized for forms. All independent studies have allowed make in the foliant work. I make it for the control of th	
3264	Travis Stone			Do not widen/no build	MobilitySS Program Manager Tommy Abrogo, 13 vie in the Manoods neighborhood of Asster, right next to US and Airport Blvd. Favorable TS is used to warm of the warm one color of the warm of the color of the warm one color of the warm o	See Comment #5
					statis 35 regimes belongs belongs belongs. The control of the cont	
				East/west connectivity	The expansion would widen the gap between East and West Austin,	See Comment #20
				Public transit/Multimodal transportation	At a time when clies across the country and word are removing freeways and replacing them with housing, parks, mixed use businesses, and public treast, all while seeing improvements in traffic, it would be inecosable for Texas to go against all modern best practices by expending 155.	See Comment #13
			-	Latent/Induced Demand	Equinding DS will not work. All data or recent freesty expansions around the country shows this. It will be an enormous work of our movey that could be seed to do so much good elsewhere. Reconsister, for the sale of These Faires.	See Comment #13
				Reroute to 130 Bike/ped safety	I ecourage 3007 to lask at other options, including recording content 35 brills onto Highway 130 and building a financially productive business? with apartments and businesses when 155 coset to let, intelly activing 6 fin	Se Connect SD
				DIRAL/ PED SERVICY	right youser call proposals, light red and not to systems, changing soming laws to allow dense, more waitable neighborhoods where people sent broad to drive, building improved blocks in the sky control and other greater and the sent of the sent o	See Comment #30
3265		4,00,0024	MyCapEx Website - Comment Form	Air Quality/Noise	Less assessed from the desent conformation of the Stephen Step	Sec Commert #34
			-	Construction	Throught to be provided with any documentation that neither A) predicts or articipates the expected amount of time the construction will take, 8) how loud the construction noise would be, nor C) at what hours will the construction take place. I demand this information be relaised.	See Comment #176
			-		I am extremely concerned at the potential noise, total project duration and working focus the project would have by my home at Travis Green condos on Maniposa Dr I propose that the	See Comment #34
				Air Quality/Noise	Les extensions de la production de la pr	
				Business/residential displacement	I propose that TXCOT commit to a financial obligation to compensate those in the affected areas (or within a cursion vicinity of the project) if the ANY of the terms, in any fashion, of the overall commitment are ever violated. The compensation should not be singular. There should be a commitment to compensate with each violation.	See Comment #21
3266	Trevor Hackett			Do not widen/no build	Helio, I live near 45th and Reaf Reaf St, leas than a half mile from \$5.	See Comment #5
					Use name 45th and the lifted \$2 kms life had mine from 155. (See The 15 of the 15 of	
			-	Multimodal transportation	Gener that the population of Austin is set to double in the near term, we should be building a city which encourages walking, biking, and trainsit. Austin sitreatly has Project Connect to encourage trainsit and the city actively works to build pedicatrias and biking infrastructure.	See Comment #200
				Public		See Comment #33
				Public transit/Multim dal transportation	Another permise IT like to cell into question is that because more people are moning to Anothe, we need the read difficulturative to support the drivers who will be coming in, that if theiries with InCOT and that ICCs and Another representations who of their support of the formation will be coming in, that if theiries with InCOT and that ICCs and Another representations are to question to the property of the support of better binary production. Another in a State of the pin the development are support of better binary productions and the support of the su	
				Bury/tunnel Air Quality/Noise	i am in favor of TxXXT removing the upper deck and lowering the highway below grade. But they should not add lanes to the highway.	See Comment #25 See Comment #34
				Air Quality/Noise	On top of the proposed changes to 55 being based on an entirely false pressus, ToOTT needs to dart promiting unablandle inflatioutures. Relying on sight passenger vehicles to move about the oby of Audion and on data bears in high environmental impact. Throughoution in the 41 across of previous passes missions in the 10 across of promitions passes in the second passes of the second pas	See Commet #34
				Latent/Induced Demand	Midding the highway might make christ quarter in the short term, but in the long form chrising downand will rise to meet the increased highway capacity meaning more purple are going to be sating in the same executed frault. This is called induced formand.	See Comment #13
			MyCapEx Website - Comment Form	Do not widen/no build	Nation. The same will disk and the filt four IZ has black that a hard risks from U.S. The same will disk and the filt four IZ has black that a hard risks from U.S. The same will be a same that the same of U.S. black to U.S. 200 black to U.S. 200 black (59 11 in general. The entire premise of the proposed changes to the large-law part built on the premise that was should make it asked to the large-law.	Sac Connect #5
				Multimodal transportation	Given that the population of Audion is set to double in the near term, we should be building a city which encourages waiting, billing, and termit. Audio airwaity has Project Connect to encourage termit and the city sorting works to bodic polaritation and billing infrastructures.	See Commer #20
3267	Trevor Hackett			Public transit/Multim dal transportation	action persons of this to sell into quotion in the foreign in the foreign of the person of the foreign of the person of the foreign of the foreign of the foreign of the foreign of the person of the foreign of the for	Se Grimer(#13
			-	Latent/Induced Demand	Motioning this highway might make chining assure in the short term, but in the long form driving demand will risk to meet the increased highway capacity meaning more people are going to be stilling in the same amount of halfs. This is called holded Demand.	See Comment #18
				Air Quality/Noise	On the of the proposed changes in 3.5 being based on an emissist fasse premise (1607) make to start promising auditoriate influenceurs. Relong on single passenger vehicles to make about the copy of the proposed changes in the promise of the copy	See Comment #34
					largest contribute, accounting for SSK of transportation ensisters. We need to be moving toward transit via rail, and if 1,000 doesn't prioritize rail infrastructure will may couse inversable damage to the environment.	
				Bury/tunnel	I am in favor of 1500T removing the upper deck and lowering the highway below goals. But they should not add lanes to the highway.	See Comment 425
3268	Trevor Ibarra Correnanter Name	1/31/2023 Date Received	MyCapEx Website - Comment Form	Regional Connectivity	The control of the Co	See contrasti 4.1
3269	Trevor Lazar	Zate racersos	Julia	Do not widen/no build	MobilitySS Program Manager Tommy Abrego,	See Comment 45
					Mobility Service Manager Transport Services (1994) and the Service Manager Transport Services (1994) and the Service Manager M	
				Reroute to 130 Community Alternatives	Institute of expending 95, invest in public transit and revenue 155 strong 55+130. For the salar of our community, 135 expension plans should be calculated in fever of a boulevant-style replacement, Rather/535 y plan is the path the City of Austin and 1,0001 bloosed follow.	See Comment #3 See Comment #4
3270	Trevor Robinson			Community Alternatives Do not widen/no build	For the sales of an community, 150 equation plans about the cancellate in favor of a boutewast-epis registrament. Retinhab5's plan in the path the City of Austin and TuCO1 should follow. Mobility55 Program Manager Commy Acregio. The 20 year resident the Delevered 2 registration of in Austin. I live one block sway from 1.55 and see it out my fairing room and office incidences all day every day. Therefore it should be no surprise that I strongly oppose TuCOT's commert plans for	See Comment 44 See Comment 45
					This 2 Days resident of the Debroad 2 neighborhood in Austin. The row black new your 135 and we let at my hing man and office windows all day were you. Therefore is should be no supprise that it comply oppose ToOT's current glaves for Streepease. The Streepease or communication impacts and bifures of deliase for just a few years of composition reliable. The King Freeze's are environmental and quality of file disbaster that does not need to be exploited as falled. In Audit.	

				Public transit/Multimodal transportation	Lat's reptace 135 with a transit and pedestrian friendly Great Streets boulevand, similar to the original East Avenue that it replaced, Or if 135 carried be removed, fall's depress ALL lains through the entire Capit. Certal constor, so it can be capped and stothed.	See Commant #13
				Latent/Induced Demand	The current proposal is flawed and harmful for many reasons. It ignores induced Darmand and releas on flawed traffic modeling.	See Comment #15
				Latent/Induced Demand Air Quality/Noise	The current proposal is likewed and harmful for many reasons. It ginores firstuced Demand and releas on Blawed Irahm modeling. Like most highway expansions, it will worsen long-term congession and air, water, and noise pollution.	See Comment #28 See Comment #34
				Reroute to 130	There are other highway options for non-incust traffic to go amount Austin, and like many Austin residents, I don't want to use an intendate highway for my local trips. Let's designate a highway that doesn't go through the heart of Austin, such as 95+130, as an intendate.	See Comment 43
					The current I-35 is a concrete embodiment of the racial and economic divides of 1930s Austin, and nearly 100 years later, this is a long overdue opportunity reduce rather than expand those divides.	See Comment #3
				Community Alternatives	Instead of I-35 expansion, I support proposals like those from Rethink35 and Reconnect Austin.	See Comment #4
3271	Trey Farmer	3/7/2023	MyCapEx Website - Comment Form	Air Quality	We need greater measurements of air quality during this functionmental review. Engineers should study very to treat the water runfit (purvertry ingous directly into the lake- our drinking water source) Was should have direct 850 ONLY on ramps and off ramps so that treating gives a priority over one person one vehicle; We should have be an only lames igod froint TOOT situally plan for an inter-this voicid be druly awardern's but one of PETRHED treating options. We should have more copy (tury the Yeway) in longer augments one withly create connections.	See Comment #558
					Was should have but only larnes (god forbid DCDT actually plain for sail here that would be truly assessme) - but we need PREFERED trainst options. We should have more caps (bury the freeway in longer segments so we truly create connections between east and west) Early plans suggested DCDT would pay for the project. Why do Austin tarpayers have to foot the bill for the region and the statin?	
3272	Trey Webb	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often	See Comment 48
					Our Charmon begand Commissioners. These you for recipitating that LSS charge, hacks it is not if for most companied analysis supports in the State of Time. As this surround analysis under containing a state of the result of the State of Time. As this surround analysis of the containing a state of the result of the State of Time. As this surround analysis of the state	
3273	Triana Ramon	2/2/2023	MyCapEx Website - Comment Form	Regional Connectivity	Rapid rail would allow fast movement between the nearby closs of Austin and Dallas, thus benefiting all individuals working in the area.	See comment #1
3274	Tricia Voetket	2/7/2023	Email	General support	Page Palaman Burst and Pages indicates: Thank on the companying that 196 through Aretic is paged this most competed and an account in the State of Face. At this code, and that and account in the State of Face.	See Commant #8
34.14	THOS VOLUME	2/1/2023	Cine.	General appoint	The Channes begins of Commissioners. This is price or requiring that of 25 frough which is now of the rise or companied underly appearance in the State of Fees, As to be arriven problem dentlary in the classification. The commission of the commis	at tomas or
3275	Trishta Nguyen	2/11/2023	MyCapEx Website -	Do not widen/no build	11	See Comment #5
			MyCapEx Website - Comment Form			
3276	Trishta Nguyen	2/11/2023	MyCapEx Website - Comment Form	Do not wider/no build	Don't expend 4-25 and displace the tex house	See Comment #5
3277	Troy Gilbert			Do not widen/no build	Madelin(\$5 Program Manager Tommy Advange. 14: - Twn a resident of Hydie Park, Audits Texas. Their proposal is the best for our day and I DON'T support Texas DOT's 135 expansion plan. 35 has been a horribly goals through our dip.	See Comment #5
				Community Alternatives	Please utilize the Performance proposal for IDS. Ris a weel-established fact that expanding highways through cities only makes congression worse, not better. Texas DDT exects to move in to this contrary with their thinking and solutions.	See Contract #4
3278	Trudie Redding	2/9/2023	Div	Latent/Induced Demand Lower Speed Limits		See Comment #18 See Comment #395
			sica I Co mm		The control of the control of con	
			ent		Dear Chairman Bugg and Correlisaionies:	See Comment #8
3279	Tucker Rice	2/8/2023	Email	General support	Due Claims bigs and Commissions: If the polymer of the polymer of the control composed readway segment in the State of Texas, As this services' postated readway in the state of the State of Texas, at 1 Texas whold said for field and decision seators to security all security all the states and the state of Texas, at 1 Texas whold said for field and decision seators to security all security all security and the state of texas and the	
3280	Turner Kerr		MyCapEx Website	Do not widen/no build	I do not support the current plan for the I-35 Capital Express Central Redesign.	See Comment #5
			Comment Form	Recial justice	The project in it's current form further widens the scient through Central Austin, reduces Austin's tax revenue from existing properties, and deepens the divide between East Austin and Central Austin.	Sax Comment #3
				Bury/tunnel	Please consider burying (35, reducing the total number of added lanes, and allowing the capped portions of the freeway to be developed (thus increasing taxable properly value for the city and state).	See Comment #25
3281	Twita Willis			Do not widen/no build	was an SCF belt at an exp and of this degrams highests (Regimes) extension dis NCF work. We are parties from the contraction and left about the contraction of the CF work. It expect TCF and an Auditor to do set MCCT belt and the contraction of the CF work. It expect TCF and an Auditor to do set MCCT belt and the contraction of the CF work of the	See Comment #5
					I Request Table and Auditor the does MACH Stellar. Line not use the inglineary unities of about table to the control of the c	
				Community Alternatives	MobilityS Program Manager Tommy Alrego. Make Design Manager Make Design Make Design Make Design Make Design Make Design Make Design Make Design Make Design Make Design Make Design Make Design Make Design Make Design Make Desi	See connect #4
				Latent/Induced Demand	TiCOT's proces in this project is flaved: It (givens induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highesty expansions, the success of freeway	See Comment #15
					removals, and its traffic modeling is flaved.	AND COLUMN TO AND
					Can the big trucks use Toll 130 for free and prohibit them from using I 359	See Comment #3
3282	Ty Reeman			Do not wider/no build	MabilityS Program Manager Tommy Arrego. Tam a neolident of Austin and I OPPOSE TIXOT's plans for LSS and I OPPOSE expansion. I am POR a guide: transit-first project.	Sea Comment #5
				Latent/Induced Demand	1607s proces in this project is fareed; it grows include Demand, construction impacts, particulate matter pollution from the waier, the failure of almost all highway expansions, the success of feeeway removals, and its fulfic mobiling or flaveet.	See Comment 4:3
				Air Quality/Noise	Highway expansions DONT work. They worken conglistion (as we awe with the Kulp Freeway), air noise and water pollution, safety, and transportation options beyond driving. 20 years of construction for just a few years of conglistion reliaf a NOT worth. 1.0 point values to see an intendate highway for my local trips. Is specif ToOM, Facility Opcount, and other representatives to State of upon.	See Comment #34
3283	Ty Griffin	2/8/2023	Email	General support	Dear Chairman Bugg and Commissionens: Thank you for recognizing that 1-95 through Austin is one of the most congested readway segments in the State of Yesia. As this seriously outdated readway is often	See Comment #8
					One Chairman lang and Commissioners: There you for recogning that 155 through Justin to resid the recot congested readings supposes in the State of Feess. As this survivals positioned conducing is other could be feed from the State of Feess and Test and the State of Feess and Test and the State of Feess and Test and	
3284	Tyler Davis	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Tel like to see many more options for commuters including dedicated commuter busies and sell between Sen Antonio and Audin to help seize congestion on 135.	See comment #1
3285	Tyler Espino			Do not wider/no build	Mobility35 Program Manager Tommy Abrego,	Sue Comment #5;
					Natio, Jam writing to express my opposition for T-001's plans for 135.	
				Latent/Induced Demand	The current plan it ignores induced Demand,	See Commant #18
				Air Quality/Noise	construction impacts, particulate matter pollution from the wear, the failure of almost all highesy expansions, the success of freeway removals, and its traffic modeling is flawed. As a taraphyre, long-you all to reconsider.	See Comment #34
3286	Tyler Grooms	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 strough Austin is one of the most congested readway segments in the State of Texas. As this seriously audisted mediusy is often	See Comment #S
32.00	, J. 2001a	2, ,,2023		aupper	Call Cultural register Controllations: Track point or expected parts or smally relative to make the plant of the first and point or expected parts or smally relative to the plant or p	
3287	Tyler Hurley	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Earn in support of passinger rail. How are we the largest city without passinger rail. It's an embarraisment.	Secomment #1
3288	Tyler McCoy				Mobilit 45 Pontram Maradar Tomers Atrado	See Comment #5;
32.00	.,_ m.o.y			Do not widen/no build	Automotive Towns Among Towns A	
				Community Alternatives	I am absolutely in support of the Nethink3S proposal, a boulevand going through town, a public transit-first project, or other people first options.	See Comment #4

				Latent/Induced Demand	150Th proces in this project in Sewell 1 ignores Induced Demonst, constitution impacts, particulate matter politicis from the wear, the failure of almost all highway expensions, the soccess of feesely executed, and to traffic modeling is faised.	Sac Connect #18
			-	Air Quality/Noise	Highway expensions DON't work. They worken congestion (as we saw with that Asiay Freeway), air notwe and water pollution, walkey, and transportation options beyond driving. 10 years of construction for joint 4 few years of competition result in NOT worth it.	See Comment #25
3289	Tyler Pursich	f-orients	MyCapEx Website - Comment Form	Do not widen/no build	As a citizen of a growing San Antonio and someone who cares deeply about future generation's health, I demand that a plan be included up nevire the Lone Star Rad proposal.	See Comment 45
			Committee	Regional Connectivity	More tax didlies to repair infrastructure on discade-lang timescales that are perpetually in need of maintenance. It sine to look forward. Tools could printer and be the example for High Speed Rell instead of investing our money into a project that serves only a short-term purpose. Teams went high speed risk, not more policion and laightst.	Sea Comment #1
			F	Latent/induced demand	Expanded highways have predictable results: it induces more demand, more of the same traffic, and more polistion.	See Comment #18
3290	Tyler Stern	3/7/2023	Email	Do not widen/no build	Mobility55 Program Manager Tommy Abreigh, Mobility55 Program Manager Tommy Abreigh, Mobility 55 and point of which the state of the sta	See Convenut #5;
3291	Tyra Grant	f-on/oran	My Cap	Do not widen/no build	Widering 1-35 only causes more demand and the same amount of traffic,	See Comment #5
			Ex We	Regional Connectivity	revive the railroad system plan between San Antonic and Austin.	See Comment #1
3292	Uday Raj	1/30/2023	Email	General support	The second speaks purchases and more than the second speaks and the second speaks are second speaks and the second speaks are second speaks and the second speaks are second speaks and the second speaks are speaks as the speaks are speaks as the speaks are speaks as the speaks are speaks as the speaks are speaks as the speaks are speaks as the speaks are speaks as the speaks are speaks as the speaks are speaks as the speaks are speaks as the speaks are speaks as the speaks are speaks as the speaks are speaks as the speaks are speaks as the speaks are speaks are speaks are speaks as the speaks are speaks as the speaks are speaks are speaks are speaks as the speaks are speaks	See Commert #8
ID	Commenter Name	Date Received	Source	Topic	Connect	Responses
3293	Uel Trejo	1/20/2023	MyCapEx Website - Comment Form	Do not widen/no build	Step adding more larnes. Step furneling money into steppid car infrisstructure that is old and outdated. Just because give companies and eutomotive companies are fitting your pockets to push these things	See Comment 45
			Comment Form		Sop adding none larnes. Stop furneling money into stuped on influstructure that is self and coddebted. Just because gos companies and indundrive companies are filling your poolests to posh these things with a six propriet would now not happear! They had a fast their most of make a lart. Find or large-set. After or critical card or critical nor or washalat. On a scaleding and overy single day in this seale some name. An CAD ONL. TAKE ONL. TAKE ONL Sop adding more large, large and of millions of data in improvement propriets and CDET EXMAN SURFACE. Set coner possibles and on what's	
3294	Upayan Mathkari					See Comment #5
					Managanin Alexander French Windows and American State of American For at Autorities bid equanting 135 is decision for an expense of two states what Augeoned in my horistens will not 150 equanting. The first interest in the first of the state of the sta	
				Multimodal transportation	lets create a more walkable Austin by replacing F35 with boulevard that allows for multimodal transportation.	See comment #20
				Community alternatives	I think RethinkSS offers a much more ocheave and all-encompassing solution.	Sec Commant #4
				Air Quality/Noise	Instand of increasing pollution and traffic by expanding the highway inducing more car demand,	See Commant #34
					Dear 15007,	See Comment #5
				Do not widen/no build	this set is the finished Souther group of the Diversity of the set Audition and we set with gift is not our corrown regarding the proposed 3.5 separation. We scently held a raily on our campound of the furnish ground that opposition to the consequences set our control processing the control processing the set of the control processing the set o	
				Community Alternatives	In any part to interested the apparatum with the welfacts in many, it remains a list form that in these people over ears, we do sue this opportunity to advocate for a trensformational and sustainable transportation system. Socients, If I Thinkins SS Solation drough	See Comment 84
					Secretic Part of Manual St Student Oracy Text of Manual St Student Oracy	
			F	Bike/ped safety	The expansion will make public trainst, walking, toking, and other alternative trainst options incredibly dangerous.	See Comment #30
					framet oppone incredibly dateglerous.	
3295	UT Rethink35		•	Public transit/Multimo dal transportation	See a claims and the size of sever ceres of final, are must reserve to those alternative forms of respectation, occonomissionly dissidentinged southers will be repeated the most.	Sea connect £3
						Secondaria SM
				Air Quality/Noise	To considerate project and expensions in the Audit series. According to research conducted by the Off Medical School and IV, into in Trace County, we inspectate for action at a case 600 higher than the indicate assessment of the Audit series and Audit series an	Section 1.5.
			-		Of Autor production for the fact that all advantages are as the transfer of the fact that all advantages are as the transfer of the fact that all advantages are as the fact that all advantages are as the fact that all advantages are as the fact that are as the	Sea connect 651
				Climate change	All heads produced for the fact that decisions were detailed to the control of th	
3296	Valarie Gold			Do not widen/no build	MobilityS Program Municiper Tommy Acrego, 1 am a born and raised Australia and a current neident in 78745. I oppose 7500Ts plans for 135 and I oppose the current plan for expansion. The current TxOT plan is not an effective way to address our	San Comment #5
					waraning conjustion.	
				Public transit/Multimodal transportation	Auditin needs to prioritize public transit such as the ClapMetro Project Connect inshead of highway expansion that destroys several long-standing Auditin businesses and housing,	See Corrent #13
				Reroute to 130	Index. I logger ThOT toke into noteging 59:130 as an intention. I copic ThOT, Judin City Council, and other representatives to stand up for myself and other Austrians who he with the ever changing telfic and population of Austrian as days during balls comments such as my own into consideration.	See Comment #3
3297	Valerie Champion	Korione	My Can	Do not widen/no build	The I-35 expansion project is a wisete of money.	See Comment #5
			Ex W-	Regional Connectivity	Consider high speed rail transit. It would be so much easier to travel between cities. Please.	See Comment #1
3298	Valerie Durham	1/11/2023	Email	General support	Duer Chairmen Bugg and Commissionens: Thank you for recognizing that I 55 through Audit is one of the most congleated readway segments in the Date of Texas. As this seriously additional readway is often could be Made Texas. As the seriously additional readway is often could be Made Texas. As the seriously additional readway is often could be september of the seriously additional to the seriously additional readway is often as a continuing on one of the seriously additional readway is often as a continuing on one of the seriously additional readway is often as a continuing on one of the seriously additional readway is often as a continuing on one of the seriously additional readway is often as a continuing on one of the seriously additional readway is often as a continuing of the seriously additional readway is often as a continuing on the seriously additional readway is often as a continuing of the seriously additional readway is often as a continuing of the seriously additional readway is often as a continuing of the seriously additional readway is often as a continuing of the seriously additional readway is often as a continuing of the seriously additional readway is often as a continuing of the seriously additional readway is often as a continuing of the seriously additional readway is often as a continuing of the seriously additional readway is often as a continuing of the seriously additional readway is often as a continuing of the seriously additional readway is often as a continuing of the seriously additional readway is often as a continuing of the seriously additional readway and the seriously additional readway and the seriously additional readway and the seriously additional readway and the seriously additional readway and the seriously additional readway and the seriously additional readway and the seriously additional readway and the seriously additional readway and the seriously additional readway and the seriously additional readway and the seriously additional readway and the seriously additiona	Sec Commant #8
3299	Valerie Durham	2/14/2023	Email	General support	Succident high get Commissions: A support of the Support of Suppo	See Connect 48
				Do not widers/no build	To Whom it May Concers. Law writing to submit my comments regarding the 135 Capital Express Central Project from US 200 East to US 200 West/2n TZ. (I'm opposed to this plan because it is too expensive and too describe	See Comment of:
3300	Valerie Menard			East/West Connectivity	and doesn't show that it will reduce traffic congestion but rather make crossing from east to west of downtown easier for pedistrians and cyclists.	See Comment #2D
					And detail that we will all will relative to this compression for other made coming from each to execut of excessions existed by productions and only continued or expension of the compression of the comp	
3301	Valerie Sims	3/1/2023	Email	Community Alternatives	Mr TACOT TACOT, As a Austria special and a special to bioping a political description. I would find to see many should alternative to the proposed appropriate of 195. Secured to the purposed and service and Burbain Ann	See Comment #4
					In 2001 TOC. As a local resident of we would print butgles or with to destruction, I must like to see more study of alternation to the proposed expension of 1.55. Received, audit as of hebria. Six we to appreciation which here presented possible southorn but made the preferenches consequently (S. Ship we such alternation not not be led of proposite for community report I need 1.55 for all possible due to the professes of designment shifts, dist moment of the wholes, and the manufactured processes of the professes	
		1			I	

3302	Valerie Witson	3/7/2023	Email	Do not wider/no build	Mading55 Program Manager Terminy Arrags. Law a Team selected recification of the complex of the Confidence of the Confi	Sea Contract #5:
3303	Van Vo		MyCapEx Website - Comment Form	Water quality	We need greater measurements of air quality during this "environmental" review. Engineers should study ways to treat the water round! (currently it goes describ you the lake - our drinking water source).	See Comment #25
				Public transit/Multimo dal transportation	No detail and excelled CO CNLT or sense and off sense, so that break gates priority own one person one whole: An advant was to see you gas from EV COM challed year for a little with the could be truly assessed. As the end PREFERD States (aption, No should have more cap, thuy the freeway in longer segments to set buy create connections because contained with a contraction of the priority of the challed by challed by the contraction of the could be truly assessed. The contraction of the contraction of the priority of the challed by the contraction of the could be truly assessed and well.	See Contract #13
					MobilgSS Program Manager Tommy Arrago.	San Comment 430
3304	Vaness a Konyne nbeft	3/2/2023	Email	Siveyand selleny	Michiga S Regions Manager Training Straight. Safety is task by given a planning your and consomed added. Safety is task by given a planning your and consomed added. Safety is task by given a planning your and consomed added. Safety is task by given a planning your and planning to give a planning of the planning o	
3305		1/12/2023	Email	General support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 155 through Audin is one of the most congested reachiny segments in the State of Texas. As this seriously outsided reachings is often coaled to Mark 59wer of Texas, at this seriously outsided reachings in other parts and immunes growth we are experiencing in our great State. Accordingly, in any infliction beyon the very large coaled to the State Audinosity, and the seriously outside the second coaled to the seriously outside the seri	See Comment #8
ID	Commenter Name	Date Received	Source	Topic	Commet	Ресултый
3306	Vanesia Mitchell	3/7/2023	Email	Rerode to 130	Making S Program Manager Training Manage. 1 CHONGET EXCEPT, plants for 55 and 1 OPPOSE appealman. 1 CHONGET EXCEPT, plants for 55 and 1 OPPOSE appealman. 1 CHONGET EXCEPT EXCEPT EXCEPT AND PROPERTY	Sec connect 43
3307	Varinder Singh	3/6/2023	Email	Do not wider/no build	MobilityS Program Manager Tommy Abrego. Highways auck. They lead to unfriendly people crisis. Walkability gets ruined. Make it under the ground and cop it.	See Comment 65
3308	Verkat Sadineni	1/30/2023	Email	General support	Conceptions begand Commensures have not in registrated that SS Street, but in see of the notice organic studies; assessment in the State of Fases. As his sometime contained containing and the state of the state of Fases in the State of Fases. As his sometime contained containing and the state of the state of Fases in the State of Fases. As his sometime containing and the state of the State of Fases. As his sometime containing and the state of the State of Fases. As his sometime containing and the state of the State of Fases. As his sometime containing and the state of the State of Fases. As a state of the State of Fases in the Sta	See Communit 48
3309	Veronica Ciatro de Barrera	3/7/2023	Email	Do net widen/no build	Consequence (Consequence of the Consequence of the	and Continued S
3310	Veronica Gorzales	3/8/2023	Email	Do not widen/no build	Making SA projects Manage Training Manage Trai	The Communit 4%
3311	Veronica Schleiss		MyCapEx Website - Comment Form	Air quality	Len writing because I care about the focus and the development of 155 through Austin -both peoplets the announcers. We need greater measurements of air quality during this "environmental" revise Engineers should safely the other water running & keep it not of our lakes.	See Communit #558
				Multimodal transportation	We need direct IDS CREAT on range, and off ranges so that trends gots a priority over one person one vehicle. We should have how only lanes god forbid TXXXII actually plan for rail here. That would be truly assessment to an exact IMXXIII to an ex	See Connects 20
				Bury/tunnel	We should have more cape (bury the fewersy in longer segments so we truly create connections between east and weet) TEODT reads to pay for the project. YOU Audit suppare.	Sea Connect #25
3312	Veronic a Wolfer	3/1/2023	Email	Do not wider/no build	MakingaS Program Manager Tomry Arragis. (1999/DE ToUT): plane to 150 and 1999/DE expansion.	See Connected 5
3313	man	3/2/2023	Email	Do not widen/no build	MakingS Pinguna Manager Tomory Sings). MakingS Pinguna Manager Tomory Sings). MakingS Pinguna Manager Tomory Sings). MakingS Pinguna Manager Tomory Sings). Making Mak	See Contract 65
3314	Veronique Plade			Air Quality/Noise Community Albirnatives	In BOOT DOC. If any integration is processing or opposition to 155 expension, Empirical evidence auggests that adding more known in digital services and plants in more case, and leads to more any expension. This increased was leads to more any expension. This increased was leads to more any expension in the empirical or leads to more any expension. The increased was leads to more any expension in the empirical or leads to more any expension. The empirical or leads to more any expension in the empirical expension in the empirical expension in the empirical expension in the empirical expension in the empirical expension in the empirical expension in the empirical expension in the empirical expension in the empirical expension in the empirical expension in expension in the empirical expension in the empirical expension in the empirical expension in expension in the empirical expension in expension in the empirical expension in expension in the empirical expension in expension in expension in the empirical expension in expension in expension in the empirical expension in	Se Comment #36
3315	vianev hernandez	1/12/2023	Email	General support	Reconnect Austin and Rethink 35, to be fully studied and invested in.	Se Comment &
3315	viamely nemandez	1/12/2023	cmill	werneral Support	Seed Called Market Designed of Communitation Seed Seed Seed Seed Seed Seed Seed See	Januari Sara

3316	Vickie Korenek	2/1/2023	Email	General support	Data Character Budg and Commissioners. These year for registricy facility and the second of the second or segment of the second or segment of the second or segment of the second or secon	See Comment #8
3317	Victor Butcher	2/23/2023	MyCapEx Website - Comment Form	Do not wider/no build	This prior will coace serious herm to the proper of Austin 1 will not reade tradition this to big 1's to up). The many propies are gain gli doll are it is to entitle three you change. A light to get people for the property of the property	See Comment #S
3318	Victor Castano	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	It is completely indications and unacceptable that this spatien has not been created yet. There should be a neil appear from Houston to State Actions to Susten to Dates. I hone we are a trig state but everydody size has seen to figure this out. Servicely Texas.	Ser connect 4.1
3319	Victor Guajando	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Cooled benefit monitority from a rail system.	See connect #1
3320	Victor J Cardona	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Please make a constor that extends to San Attonio. The convenience and economic benefit it would bring to both cities would be immerse.	See comment #1
3321	Victor Trac	2/23/2023	Email	Reroute to 150	Its ESDET ASSET. As a session of an englisherhood that is only a few black from 3.55, to engly regions the experience of 3.55. This is a hope, configurate that will be extractly disruptive to the entire day with qualification benefits. Expension entire configuration of the entire day with problems, including as, a wardy, and make publication between the first part of the include that the entire day with problems, including as, a wardy, and make publication between the first part of the last described by the first part of the last described by the first part of the last described by the first part of the last described by the first part of the last described by the first part of the last described by the first part of the last described by the last described b	See connect of S
3322	Victor Ude	3/7/2023	MyCapEx Website - Comment Form	multimodal transportation	Trans or calculum. But storic. Fragit Storic. Fragit Storic. Transport Storic. Tallo Storic annotad.	See Comment 4/20
ID	Commenter Name	Date Received	Source	Topic	Commercia	Responses
3323	Victoria Nelson	3/7/2023	Email	Do not wider/no build	Mobility Region Movager Tomory Region. To region the 15 degree from 15 degrees to make a few properties of the second pr	Sas Commert 4'S
3324	Victoria Rodriguez	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Tim strongly supportive of a high speed rail between Austin and San Antonics. Please make this happen and releve the traffic from 3:351	See connect 41
3325	Victoria Salazar	3/1/2023	Email	Regional Connectivity	Manifold Volume Monager Terminolism (seeps of the contract of	See connect 4.2
3326	Vidal Bejar-Padilla	3/8/2023	Email	Community Alternatives	Making Shi Angean Namey Prompt Wings. 15 January 1 Janu	See Comment of 4
3927	Vince Trevino	2/13/2023	Email	General support	Data Charments Budg and Commissionary. The pay for prograph Budg and Commissionary Budget and C	See Commert 48
3328	Vincent Catzone		Phy sica I Co	Public transit/Multimodal transportation	Base on the diagnose of this proposed diverges to 15.5, it closes like this will be an inapplicant improvement to the highway, and will only put Audio in the same position it's currently in. InCOT should be focused on briging terraportation into the 25st century by transporting people, not care.	See Commert #13
			mm	Reroute to 130	Equading 1.55 will only further enterests Assisted spendability on care, at the expense of other forms of public transportation. I would be willing to support a proposal to diver 1.55 around the oils, so the oily care recision the lated currently saled by 55 and see if for more productive transportation.	See commer(43
3329	Vincent Natiello	2/24/2023	VOH	Caps/deck plazas	Which the preferred alternatives in a large improvement over the initial services of this glain, it still desain? Ig anywhere close to far enough in reconnecting the parts of the oily that are spirit by 1.55. As increase with believe spirit ones to the internation, the option in build upon use the two institutions are converyin in the pairs would be a table; improvement in quality of life in these amount them. The same will think, however, in that the ability to connect complete facility in the limit of the text to exclude for the first way seen believed to exclude these three does not be to apply the first of the same parts of the first way seen believed to extra the conjugate of the same of the first way seen believed in the connection of the same of the first way seen believed in the same of the same of the first way seen believed in the same of the same	Set Comment ALD
3330	Virginia Hemstreet	3/6/2023	Email	Reroute to 130	Absolute Frequent Montger Comprehence; supposed EACH Species of May Seed organise the possible expansion. Many other class such as Possion is reprof that highway expansion desert sales do problem. Clies expand so quickly and the plans that are developed and eventually implemented are not schooling. What I hope InCOST will do is lock into is undesigned or growther highway such as 391.30 as an interstate. Or what about a houlevair gaining strongly these? Outdot there be improvemental in public transit?	Securine(4)
3331	Vishal Jani	1/27/2023	Email	General support	Date Comments Bugg and Commentations Thesis by oil or recognizing still post 15 Strength Audit in a low of the next compact markets any segment in the State of the State And the second a	See Commerce 49
3332	Vivian Abagiu	3/7/2023	VOH	Air quality	I am concerned that this piles will rely make our suffic and publisher were. Expending the highey will add more withins to busin's such. Widering fewerp screen serons and fact the first contex, are publish, notice and control entirely and in the piles of the piles of the piles of control entirely and and control entirely and of the discontrol entirely and of the support it.	Sec Commer #356
3333	Viviano Solan	3/6/2023	Email	Community alternatives	A NO. A NO. The Company of the Com	See Comment #4

					W-BOOT TOOT.	See Comment #4
					or INDUT, Hallo, I am writing to you today to express my opposition to I-35 expansion. Empirical evidence suggests that adding more lares to highway, only attracts more cars and leads to more congestion. This increased use leads to more air and noise pollution,	Sau Contract #4
					I am writing to you loday to express my operation to 3:30 expansion. Empirical evidence suggests that adding more lanes to highways only attracts more case and leads to more congestion. This increased use leads to more air and noise portione, orables heat stated in on air feed of concept only, and head adverse heat list in pacts in the community.	
					cases has laid sind in an intendy for exempty only, and has already the language in the community. And exemption in the south of the community only and the community of the co	
3334	Vivienne Miller	3/6/2023	Email	Community Alternatives	solvests, all of which recurs our carbon todprints, pollution, and congestion. While these projects are long term, capital inference, and recessitate a transformation of our inhastructure, these circumstances are not much different from the proposal expansion.	
					pappage (agrance). Tappings you to invest on a similariged future where community alternatives are accessible, affordable, and even preferable to individual car use. We read community alternatives to eparason, including Recovenct Austra and Retaini355, to be fully address and invested in. This shop, the community alternatives to eparason, including Recovenct Austra and Retaini355, to be fully and invested in. This shop, the community alternatives to eparason, including Recovenct Austra and Retaini355, to be fully and invested in. This shop, the community alternatives to eparason, including Recovenct Austra and Retaini355, to be fully and invested in.	
					Tractor, 190s.	
3335	Vlad Marom	2/8/2023	MyCapEx Website - Comment Form	General support	Date Chairman Bugg and Commissioners: Their you for your support to address 155 through Austin in a comprehensive manner. This stretch of trighway is nationally rainted as the 15th worst for tradition congestion and between in the salest 3.55 through Austin in overclock for improvements in the national State decreasing date described paid according date decreasing date of their is support of the 155 Capital Express Cartist olders are proposed by TOCK. This haspes for your day and the salest and the salest are proposed by TOCK. The haspes for your day and the salest are proposed by TOCK. The haspes for your day and the salest are proposed by TOCK. The haspes for your day and the salest are proposed by TOCK. The haspes for your day and the salest are proposed by TOCK. The haspes for your day and the salest are proposed to the salest are proposed by TOCK. The haspes for your day and the salest are proposed by TOCK. The haspes for your day and the salest are proposed by TOCK. The haspes for your day are proposed by TOCK. T	See Centricat #8
3336	Vladislav Marom	1/26/2023	MyCapEx Website - Comment Form	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address ISS through Austin in a comprehensive manner. This sheltch of highway is nationally ranked as the 15th worst for traffic compassion and 3rd worst in the state. ISS through Justin in overclose for improvements to meet the current and future needs of a growing region to ensure our local and state economy on continue to thrive. I write in support of the ISS Capital	See Comment #8
					Express Central design as proposed by TxD01. Think you for your dedication to serving the citizens of Tesis.	
					Dear Chairman Bugg and Commissioners: Thank you for your support to address 135 through Austin in a comprehensive marmer. This strench of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. 135 through Austin is overdow for	See Comment #8
					Termin power spots a power spots of the control of	
					* With the support of the Public Company Company Company of the Company Compan	
3337	Vladislav Marom	3/6/2023	MyCapEx Website - Comment Form	General Support		
			Comment			
3338	Walker Jones	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Please implement a rail public transportation system through the state of Texas and its cries. The growth of our state (and crisis /) populations and corresuling as a result will further overburden roads that already need updating. The costs incurred will return greater productivity for businesses, better quality of life for tappayers, and reduce economic, productivity, and life loss from over-congested readways.	Seconment#1
			Comment			
3339	Wallis Goodman	3/3/2023	Email	Air Quality/Climate Change	Mobility SP Program Manager Tommy Abrego, Despecies understand that "dismate cauges in the existential threat of this and future generations"??? The goals of the current plan for the expension of 1.55 "does not printing our need to address climate change"! And there are also recall indexts continued without and segment and Assist, and the fact that "through futilit can already has the fact made displaced and only a segment and assist, and the fact that "through futilit can already has the fact made onlined or form". We can't we have a compact, fuelds oby, with help production posses. And we haven't new facilities do not the "are".	See Comment #18
					Do people understand that "Criminal chaings in the contention threat of this and future generations" YT? The gloss of the current grain for the expansion of 1,32" does not promittee our reset to address criminal chaining." And three are also necall indicates (continued division of segments of seals), and the fact that "through traiting can already take the totil road conside of town". Why can't we have a compact, linable city, with I vely pedistrian paces. And we haven't even talked about the "air polition that will accompany any operation of the finance," regardless of whether some pediatrian commercing overpassas are	
					created.	
3340	Wally Vog	1/14/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outlated readway is often	See Comment 48
					Date Chairman Bugg and Commissioners. Think you for recogniting that 155 through Audin is one of the most congested mediusy segments in the State of Teass. As this seriously outdined modes yo driver consider the Marke Down of Teas, at Teams should can fee to detail and excise action to transfer this circles served in desirablements in a readerly that will accommission the regard and minerals growth we are experiencing in our great State. Accordingly, it was religiously to report any congests except from 145 SEG DEFINITION Express. Certain daying as proposed by 160°C. These tops from controlled for the request. Wistow of their sequest. Wistow of the transport from 145 SEG DEFINITION Express. Certain daying as proposed by 160°C. These tops from controlled for the request. Wistow of the transport from 145 SEG DEFINITION Express.	
****	Marie 6	446		Access		Nan Drement &R
3341	Walt Ferguson	1/12/2023	Email	General support	Due Charmen beg and Commencers Then you for recogning that 35 Smooth, Audin is not set than not compound readway segments in the State of Team. As this seriously soldinate readway is then contributed in the State of Team. As the seriously soldinate readway is the contributed in the State of Team. As the seriously soldinate readway is the contributed in the seriously contributed in the serio	See Correlat #S
					Accordingly, I arm writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxCOT. Thank you for your consideration of this request. Sincerely,	
3342	Wayne Decker		VOH	Do not widen/no build	Mildering 135 is a homble idea. Studies have shown that bigger roads quickly fill up with more traiffic, making them just as crowded as before the widering. Construction delays would land to even worse traiffic Leave 135 sknowl	See Comment #S
				Business/residential displacement	Destruction of existing fromes and businesses would be terrible.	See Centrement #21
				Reroute to 130	Persuade drivers, especially truckers, to use 130.	Seconnect#3
					Date Chairmen Brigg and Commissioners: Tables and its required that SAS from About its most of the most completed most societisms in the State of Tables and Executive confidence of the Sast of Tables and the Compiliation that SAS in this sectional confidence of the Sast of Tables and Sast of Table	See Comment #8
3343	Wende Parks	3/6/2023	Email	General support	New Continue Congress Continue Congress Continue Congress Continue Congress Continue Congress Continue Congress Continue Congress Continue Congress Continue Congress Continue Congress Continue	
3344	Wendy	1/31/2023	MyCapEx Website -	Regional connectivity	light nail system between existin and sain antitroin more people in one cart dufates the usual single commuter of one car that takes up a good churk of space on our highway system, people want fast, adding lanes where everyone in trying to get off around the same area is not a solution when it creates more congestion.	See contraint #1
			Comment Form			
3345	Wendy Alston				Day Chairman Shart and Commissioners: Thesis you for executive that 195 though Austin is one of the post comment of executive that (Year) for this policy is of the	See Comment #8
		2/8/2023	Email	General support	Des Crames Dig and Commissions. There is recognizing that FOO strongs received the most congested relatively degrees in the Sale of Received Contract Contra	DAIL CONTINUE & S
		2/8/2023	tmail	General support	Date Chairman Bugg and Commissioners: Think you for recognizing that 1.55 through Audin is one of the most congested madway segments in the State of Taxos. As this seriously addited condexity is offer coaled by New Date Taxos. As this seriously addited condexity is offer coaled by New Date Taxos. As this seriously addited condexity is offer coaled by Taxos. As this seriously addited condexity is offer an experience of the Commission of the	Sau Commun e G
ID.	Consequence Name	2/8/2023	Email	General support	solid in Mark Devel if Towar, all Towar should not find the development of the second	San Comment of
1D 2348	Commenter Name	Date Received	Source	Topic	Connect	San Comment de Magorinele Sin Comment de
1D 3346	Corresentiar Name Wendy Kaithoff Lerner	2/8/2023 Date Received 3/7/2023	Source MyCapEx Wibrite - Comment Form	General support Topic Do not widen/no build	called the Multi-Devel of treat, all Treas verification and the season of the season o	Magazine
3346		Date Received 3/7/2023	Source	Yopic Do not widen/no build	Comment My concern is that we are growing too face, and the new 94 35 plan will make it so that people will be on the intervals for a long time.	Macazinea Sac Construct 45
3346 3347	Commenter Name Wendy Kaithoff Lenner Wendy Yodd	Date Received	Source	Topic	Comment My concern is that we are growing too face, and the new 94 35 plan will make it so that people will be on the intervals for a long time.	Requires For Contract #5 Section #228
3346 3347		Date Received 3/7/2023	Source	Yopic Do not widen/no build	Connect	Macazinea Sac Construct 45
	Wendy Todd	Date Received 3/7/2023 2/16/2023	Source MyCapEx Website Commerce Form VOH	Topic Do not widen no build Woodland	Comment My concern is that we are growing face fact, and the new Mr. Sp plan will make it to that people will be an the intendable for a long time. Reserving and price or a required fact, and the new Mr. Sp plan will make it to that people will be an the intendable for a long time. Reserving and price or a required of a registrated association that several access the intendable for a long time. Reserving and price or a discuss to resell the community. The several time droug the north and association invades and officers are showly disrepasses of one make and given will not consider the additional are quality, rows, and safety corrections.	Measureme See Connect #3 The Connect #238
3346 3347 3347		Date Received 3/7/2023	Source	Yopic Do not widen/no build	Comment My consorts that we are growing too fast, and the new 64 35 plan will make it as that pusque will be in the interested for a long final. As an officer and action mention of a might behavior association that extends a consort the interested behavior and action and advantage of the consort that is a strength of the consort that is not that is a strength of the consort that is not that is a strength of the consort that is not that is a strength of the consort that is not that is a strength of the consort that is not that is a strength of the consort that is not that is a strength of the consort that is not that it is a strength of the consort that is not that it is a strength of the consort that is not that it is a strength of the consort that is not that it is a strength of the consort that is not that it is a strength of the consort that is not that it is a strength of the consort that is not that it is a strength of the consort that it is a strength of the consort that it is a strength of the consort that it is a strength of the consort that it is a strength of the consort that it is a strength of the consort that it is a strength of	Macazinea Sac Construct 45
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3348	Wendy Yodd Wendy Travis	Date Received \$77/2023 \$71/2023 \$2/16/2023 \$2/6/2023	Source MyCapEx Website - Commerct Form VOH Email	Topic Do not existen the build Woodband Woodband General support	Comment By concern is that we are greated from fact, and the new Nr. 25 plan will make it to that purple will be an the intendable for a long time. The art officer and written make all a supplement assessment in the recent assessment in the concern assessment in the purplement assessment of concept translation and antiting a relation and written are extended as a supplement assessment in the concept translation and antiting a relation are proposed as additional are extended as a supplement assessment in the concept translation and antiting translation are proposed as additional are qualify, recens, and suffice or commonly. The sequent limited are extended and district are assessment as additional are additional assessment as additional are qualify, recens, and additional are qualify, recens, and additional are qualify, recens, and additional are qualify, recens, and additional are qualify, recens, and additional are qualify, recens, and additional are qualify, recens, and additional are qualify, recens, and additional are proposed to the supplementary and additional and additional are proposed to the supplementary and additional are proposed to the supplementary and interesting proof or an additional accordance and additional accordance are proposed by the fourth of the supplementary and interesting proof or an are present that according in an arrangement and an arrangement are proposed by the part announcement of the supplementary from a great that according in an arrangement and an arrangement are proposed by the part announcement of the supplementary. **Common and additional arrangement are proposed by the common and according to the part announcement of the supplement and announcement and announcement and announcement and announcement and announcement and announcement announcement and announcement and announcement announcement announcement and announcement announcement announcement announcement announcement announcement announcement announcement announcement announcement announcement announcement announc	Requires S See Connect #5 See Connect #5 See Connect #8
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3330	Will Branch	500,000		Reroute to 130	We facility 125 in Assis, which will only bring further gridox for the next decade, spand our money wisely by relocating E35 in Assis, which will only bring further gridox for the next decade, spand our money wisely by relocating E35 (perhaps with an expansion and un-tailing of the tet mad?) and then restoring East Assissance as a certain bookward through the city, Move the tetril city, expansion and un-tailing of the tetral bookward through the city, Move the tetril city, expansion and un-tailing of the tetral bookward through the city, Move the tetril city, expansion and un-tailing of the tetral bookward through the city, Move the tetril city, expansion and un-tailing of the tetral bookward through the city of the tetral bookward through the city of the tetral bookward through the city of the tetral bookward through the city of the tetral bookward through the city of the tetral bookward through the city of the tetral bookward through the city of the tetral bookward through the city of the tetral bookward through the city of the tetral bookward through the city of the tetral bookward through the city of the tetral bookward through the city of the tetral bookward through the city of the tetral bookward through the city of the tetral bookward through the city of the tetral bookward through the city of the tetral bookward through the city of the tetral bookward through the city of the city	See comment #3
					sector in the section of the section	
				East/West Connectivity	and heal the divide between East and West Austin.	See Comment #20
3357	Will Chiselli	2/7/2023	Email	Consul consul	New Palatine State and Commissioners: These area for commission State 1 St. State of the control	For Comment 40
3337	HIII GIIIMIII	2/1/2023	Lines	deline a support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I.35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outstand modeway is often called the Male Street of Texas, at Pleases about out for the State of Austin and the Street of Texas, at Pleases about out for the State of Austin Austin Street of Texas, at Please Street of Texas, at Please Street of Texas, at Please Street of Texas, at Please Street of Texas, at Please Street of Texas, at Please Street Office, and a Street S	JOHN CONTRACTOR TO STATE OF THE
					Accordingly - an extra group or supress representative representat	
3358	Wil Maxwell			East/west connectivity	TiDot,	See Comment #2D
					I am writing as an individual citizen to support the efforts of Safe Streets Austin. I feel strongly that I-35 should not be expanded. I believe: • I oppose expanding I-35.	
					- East-west crossings should be at least every 1,14 mile.	
				Lower Speed Limits	All non-high speed readways in Austin should be designed for 25mph and be safe for all read users.	See Comment # 305
				Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes.	See Comment #34
				Bike/ped safety	I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling, I want safe, pleasant, and walkable and bikeable streets.	See Comment #30
				Community Alternatives	I want community atternatives to expansion, including Reconnect Austin and Rethvis 35, to be fully studied.	See Comment #4
3359	Will Mederski	1/5/2023	Email	Business/residential displacement	helio there, resident of Cherrywood hereubstalls of what businesses and properties are at risk of demolition have finally been made public, yet i see no datals of how 100+ businesses and hundreds more	See Comment #21
					Notice the resident of Chargeonde has calculated with trainings and properties are at mix of demotration have finally been made judic, set it are no data in for the 120th homeose and months more finally as the ready of the 120th homeose and the 120th homeose are ready of the 120th homeose and analyze finally as the 120th homeose are ready of the 120th homeose and analyze finally as the 120th homeose are ready of the 120th homeose	
					Clean Cust, National Will be increased into crisis or than model, companying that makes the time country, will impleased.	
3360	Wil Thomas	2/7/2023	Email	General support	Date Chairmen Bugg and Commissioners: Thank you for reciprioning that LSS through Audin is one of the most congound models yeageness in the \$200 at 1 flows. As this serices you children deviders you distinct some than \$100 at the \$100	See Comment #S
					Accordingly, I am writing today to express my complete support for the 1-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Will Thomas Leasing Agent Address: Austral, YS 27-68	
					We have a new took. Learn More — hipto.com Listedin Instigram fits e-mail may contain privileged information. If you are not the intended recipient please notify the sender and immediately delete this message.	
3361	Wil Thomas	2/8/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Teosis. As this seriously outdated readway is often	See Correlat #8
					Date Chairman Bugg and Chemisconents: Thank you for recognizing that 135 through Audin is one of the most congested madesy segments in the Date of Texas. As this seriously outdated madesy is often costed by Male Date of Texas, as the control cash for the date of the cost of the cos	
3362	Willia Staats	3/7/2023	Email	Do not widen/no build	Substitution of the second formers designed from the contract of the second former of the sec	See Comment #S
					remember, to and from school and then to and from jobs. Please, please, nothink your plans to expand. I do not want to do battle, daily, with serie-bucks. We are quite literally dying on this hishway while trains to buy properties, go to the arm, visit friends. Please be	
					kind to the residents of Austin, Texas: Give us something beautiful, and ask us all to slow down:	
3363	William Abshire	3/7/2023	VOH	Latent/Induced Demand	I am against the expansion. More larses does not mean less traffic. Just more people driving through our city with the same congestion.	Sau Comment #18
						See Comment #5
					Now many (1 has writing in left in an out of the proposed designation and into a count in price to designate, will engine to designate, and many first, out it is part a opposed to be continued at \$1.50.0.1. As that it models, the first life measure of provinging to completely find price to the count of the price to the count of the price to the count of the price to the count of the price to the count of the price to the count of the price to the count of the price to the count of the price to the count of the price to the count of the price to the count of the price to the count of the price to the count of the price to the count of the price to the count of the price to the count of the price to the count of the price to the count of the price to the price to the count of the price to the count of the price to the price to the count of the price tof the price to the price to the price to the price to the price t	JOB CONTRACTOR TO
					as of the central, the cultivation of the central control of the cen	
					will provide significantly better mobility through this bottleneck, but more importantly it will provide a SICANTLY safer roadway. I can't stress this enough - the current IH-35 design is a safety disaster, and this project mitigates that substantially substantially.	
				General support	indicated large of particulation that gains a set. The most giving of the basis in the most permitted of the set in the most permitted of the set in the most permitted of the set in the most permitted of the set in the most permitted of the set in the most permitted of the set in the s	
					received much in the way of alternatives beyond a stonewalking "this is the only option" response that tacks in rationalizations thereof. I feel the public deserves a more detailed explanation of why more can't be done to provide a more seathful deserved and the feer of a deserved in feet of a deserved in f	
					менти польти у ревенти, дета застително предоставления порежителения.	
					Two other critiques that I have are a) the choice of high-occupancy restrictions as the managed lane policy and b) the limited considerations that have gone into some locations' pedestrian and bicycle facility designs.	Sae Conneant #305
3364	William Namontos		VOH		As for PMV as the menaging larnes policy, research has shown time and time again that they are difficult to enforce, provide larrised direct financial incentive, and are frequently abused by single-occupancy drivers. An easy example of this is the Morth Central Engineering Processory project in Louise. It is perspecially in a state of disrepair, and when it is being enforced evident is raively, the state file inclosed offers cuses the facility howe progreg it vested times than the men is larses. A morth and the processory project in Louise It is perspecially in a state of disrepair, and when it is being enforced evident is raively, the state file inclosed offers cuses the facility howe progreg it vested times than the men is larses. A morth and the processor is a state of the processor in the processor is a state of the processor in the processor is a state of the processor in the processor is a state of the processor in the processor is a state of the processor in the processor is a state of the processor in the processor is a state of the processor in the processor is a state of the processor in the processor is a state of the processor in the processor is a state of the processor in the processor is a state of the processor in the processor is a state of the processor in the processor is a state of the processor in the processor in the processor is a state of the processor in the processor in the processor is a state of the processor in the processor in the processor is a state of the processor in the processor in the processor is a state of the processor in the processor in the processor is a state of the processor in the processor in the processor is a state of the processor in the processor in the processor is a state of the processor in the processor in the processor in the processor in the processor in the processor in the processor in the processor in the processor in the processor in the processor in the processor in the processor in the processor in the processor in the processor in the processor in	
3304	William Avelander		von	Managed Lanes	approach would be to use a variable totiling approach similar to the complex of t	
					the future, the locations of entrances and exits to the managed lane facility are probably dependent on traffic modeling assuming HOV driver behavior, nather than tolling. I hope that project designers have accounted for the possibility of a	
					The control of the co	
					My final nitpick is this: Austin is a very biking/walking-centric city. I personally have enthusiasm about the opportunities for green space arising from the downtown cap and etitch projects. But I lament that	See Comment #30
					My final ratipot is this. Audin is a very biting/walking control city. I personally have enthusiasen about the opportunities for goins apace arising from the devention on op-and with projects. But I lament that there are locations in the project schematic where podestrian and bleef soldies seen to have been given little thought. The largest problem exists in the areas between MLX and 55th 2t. where there are design choices made for the shared use put which seem to take little into account for podestrian trailing catterns before and after large IT events. I believe error direct access should be provided between the easiern side of HCSS, the Modoly Center and DRR least Memorial Stadium.	See Comment #30
					My final depths the Latins a vary billing inside growth city, in present present in the present of the present present in growth the development of the present present in the present of the present of the present present in the present of the present present in the present present present in the present prese	See Communi #50
				Biks/ped safety	My final depths sinch Authors is very binking principle control city. J processing himself and one of the principle control city and principle control city. In proceeding the principle control city. A ment of the principle control city. A ment of the principle control city. A ment of the principle control city. A ment of the principle control city. A ment of the principle control city. A ment of the principle control city. A ment of the principle control city. A ment of the principle control city. A ment of the principle control city. A ment of the principle control control control control city. A ment of the principle control control control control city. A ment of the principle control control control control city. A ment of the principle control control control control city. A ment of the principle control c	See Comment #3D
				Bike/ped safety	Note of packs that, where is a very billing private quarter of it. I provide the pack of t	See Communi 450
				Bike/ped safety	My final depths in the Latins a very billing winding control city, i presented in the second of the property of the control of the property of the control of the property of the control of the property of the control of the property of th	See Communit #50
ID.	Corresenter Name	Date Received	Source	Bike/ped safety Topic	My faul deploy lates the fault is a very billing planting control only a processing of the processing	The Comment #50 Recorners
1D 3385	Commenter Name Wilson Bradley	Date Received 2/11/2023	Source VOH	Bika/ped safety Topic Businessi/rest/ential displacement	Commet	See Connect 420 Responses See Connect 421
1D 3365			Source VOH	Bikk/ped safety Topic Downess/residential displacement	Comment The New York occurrence on the impact to the other logitime alternative colours that is through these in the last obje, it is notable that OSE detail and OSE (increncity market as suscert) retail serve this alternative continues become by detailed and bring the colours together. The letter colours of these subculours sound and the less they replaced, all a store the time, except, and energy, the projector that put of togething these sociolers commently increase.	П ерстана
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3365 3366		2/11/2023	Source VOH	Biologiped safety Figor Biosiness/residential displacement Politic Sciences/Addism	Comment The New York occurrence on the impact to the other logitime alternative colours that is through these in the last obje, it is notable that OSE detail and OSE (increncity market as suscert) retail serve this alternative continues become by detailed and bring the colours together. The letter colours of these subculours sound and the less they replaced, all a store the time, except, and energy, the projector that put of togething these sociolers commently increase.	П ерстана
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3388	William Bradley William Brooks	2/11/2023 3/6/2023		Topic Business/residential displacement Public transit/Multim dal transportation	Comment The test to visic concern on the impact to the whole fregistion ablentifies could be the indirect to the side of a could be the concerning to the side of a count of the county	Proporting San Contract #23. San Contract #23.
3388	William Bradley William Brooks	2/11/2023 3/6/2023		Topic Business/residential displacement Public transit/Multim dal transportation	Content of the set is under account on the impact to the other longitude advantables collaine that is through the in the last city, it is involved that OSM shall and OSM processing marked as search created among the collaine that of the content of the collaine that of the content of the collaine that of the content of the collaine that of the content of the collaine that of the content of the collaine that of the content of the collaine that of the content of the collaine that of the content of the collaine that of the content of the content of the content of the content of the content of the collaine that of the collaine that of the col	Proporting San Contract #23. San Contract #23.
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3367 3367 3368	William Bradley William Brooks William Curbs william davis	2/11/2023 3/6/2023 3/7/2023	Email	Business, residential displacement Business, residential displacement Business, residential displacement business residential displacement Business residential displacement Business residential Business residenti	To have to votes accorded on the inequal to the other longitudes absensible solution that is through the in-the longitude of the itude of long	
3366 3367 3368 3369	Wilson Brailey Wilson Brailey Wilson Brailey Wilson Curts william dates Wilson Furbes Wilson Care Wilson Care Wilson Care	2/11/2023 3/6/2023 3/7/2023 1/5/2023	Ernall MyCapEx Website Commerc Form Ernall MyCapEx Website	Trees Business, Vesidential displacement Finate transcriptions Finate transcriptions Finate transcriptions Finate transcriptions Finate transcriptions Finate transcriptions Finate transcriptions Finate transcriptions Finate	To have to votes accorded on the inequal to the other longitudes absensible solution that is through the in-the longitude of the itude of long	
3366 3367 3368 3368 3370	William Bradley William Brooks William Curtis william davis william forbes	3/11/2023 3/6/2023 3/1/2023 1/5/2023	Ernal MyCapEx Website Commerce Form Ernal	Business, "residential displacement," Business, "residential displacement," Princial Security Marianess, Secur	To have to votes accorded on the inequal to the other longitudes absensible solution that is through the in-the longitude of the itude of long	
3366 3367 3368 3368 3370	Wilson Brailey Wilson Brailey Wilson Brailey Wilson Curts william dates Wilson Furbes Wilson Care Wilson Care Wilson Care	3/11/2023 3/6/2023 3/1/2023 1/5/2023	Ernall MyCapEx Website Commerc Form Ernall MyCapEx Website	Business, Vesidential displacement Business, Vesidential displacement Finish teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus tea	Comment The Dest See Control of the Proport See after Segment American Section 5 to 1 to 1 to 1 to 1 to 1 to 1 to 1 to	
3366 3367 3368 3369 3370 3371	Wilson Brailey Wilson Brailey Wilson Brailey Wilson Curts william dates Wilson Furbes Wilson Care Wilson Care Wilson Care	3/11/2023 3/6/2023 3/1/2023 1/5/2023	Ernal M/CapE. Weiste- Commert Form Ernal M/CapE. Weiste- Commert Form	Business, Vesidential displacement Business, Vesidential displacement Finish teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus tea	Comment The Dest See Control of the Proport See after Segment American Section 5 to 1 to 1 to 1 to 1 to 1 to 1 to 1 to	
3366 3367 3368 3368 3370	Wilson Brailey Wilson Brailey Wilson Brailey Wilson Curts william dates Wilson Furbes Wilson Care Wilson Care Wilson Care	3/11/2023 3/6/2023 3/1/2023 1/5/2023	Ernall MyCapEx Website Commerc Form Ernall MyCapEx Website	Business, Vesidential displacement Business, Vesidential displacement Finish teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus tea	Comment The Dest See Control of the Proport See after Segment American Section 5 to 1 to 1 to 1 to 1 to 1 to 1 to 1 to	
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3366 3367 3368 3369 3370 3371	Wilson Brailey Wilson Brailey Wilson Brailey Wilson Curts william dates Wilson Furbes Wilson Care Wilson Care Wilson Care	3/11/2023 3/6/2023 3/1/2023 1/5/2023	Ernal M/CapE. Weiste- Commert Form Ernal M/CapE. Weiste- Commert Form	Business, Vesidential displacement Business, Vesidential displacement Finish teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus tea	Comment The fines to victor concern on the respect to the other legislates absentiates colours that is through the or the fact (by 5 to victoria that (b) 5 th	
3366 3367 3368 3369 3370 3371	Wilson Brailey Wilson Brailey Wilson Brailey Wilson Curts william dates Wilson Furbes Wilson Care Wilson Care Wilson Care	3/11/2023 3/6/2023 3/1/2023 1/5/2023	Ernal M/CapE. Weiste- Commert Form Ernal M/CapE. Weiste- Commert Form	Business, Vesidential displacement Business, Vesidential displacement Finish teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus tea	Comment The fines to victor concern on the respect to the other legislates absentiates colours that is through the or the fact (by 5 to victoria that (b) 5 th	
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3366 3367 3368 3369 3370 3371	Wilson Brailey Wilson Brailey Wilson Brailey Wilson Curts william dates Wilson Furbes Wilson Care Wilson Care Wilson Care	3/14/0023 3/6/2023 3/7/2023 1/9/2023 1/9/2023 2/9/2023	Ernal MyCapE, Webste- Commert Form Ernal MyCapE, Webste- Commert Form MyCapE, Webste- Commert Form MyCapE, Webste- Commert Form MyCapE, Webste- Commert Form	Business, 'residential displacement Business, 'residential displacement Finish straturul (Marian Finish straturul (Marian Business, 'residential displacement Business, 'residential displacement Business, 'residential displacement Business, 'residential displacement Commonly Alternation General to 1300 Copy, 'dest, plasses Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Copy, 'dest,	Comment The fines to victor concern on the respect to the other legislates absentiates colours that is through the or the fact (by 5 to victoria that (b) 5 th	
3369 3369 3369 3371 3372	Wildows Broads Wildows Broads Wildows Broads Wildows Corts	3/14/0023 3/6/2023 3/7/2023 1/9/2023 1/9/2023 2/9/2023	Ernall OlyCapE - Wateria- Commert Form Ernal MyCapE - Wateria- Commert Form Special - Wateria- Commert Form UpCapE - Wateria- Commert Form	Business, 'residential displacement Business, 'residential displacement Finish straturul (Marian Finish straturul (Marian Business, 'residential displacement Business, 'residential displacement Business, 'residential displacement Business, 'residential displacement Commonly Alternation General to 1300 Copy, 'dest, plasses Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Copy, 'dest,	Control This bill is to discuss the standard of the control of th	Proportion
3369 3369 3369 3371 3372	Wildows Broads Wildows Broads Wildows Broads Wildows Corts	3/14/0023 3/6/2023 3/7/2023 1/9/2023 1/9/2023 2/9/2023	Ernal MyCapE, Webste- Commert Form Ernal MyCapE, Webste- Commert Form MyCapE, Webste- Commert Form MyCapE, Webste- Commert Form MyCapE, Webste- Commert Form	Business, 'residential displacement Business, 'residential displacement Finish straturul (Marian Finish straturul (Marian Business, 'residential displacement Business, 'residential displacement Business, 'residential displacement Business, 'residential displacement Commonly Alternation General to 1300 Copy, 'dest, plasses Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Copy, 'dest,	Control This bill is to discuss the standard of the control of th	Proportion
3369 3369 3369 3371 3372	Wildows Broads Wildows Broads Wildows Broads Wildows Corts	3/14/0023 3/6/2023 3/7/2023 1/9/2023 1/9/2023 2/9/2023	Ernal MyCapE, Webste- Commert Form Ernal MyCapE, Webste- Commert Form MyCapE, Webste- Commert Form MyCapE, Webste- Commert Form MyCapE, Webste- Commert Form	Business, 'residential displacement Business, 'residential displacement Finish straturul (Marian Finish straturul (Marian Business, 'residential displacement Business, 'residential displacement Business, 'residential displacement Business, 'residential displacement Commonly Alternation General to 1300 Copy, 'dest, plasses Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Deneral vession', 'residential straturul to 1300 Copy, 'dest, plasses Copy, 'dest,	Comment The Comment of the Comment of the Property to a color of the property to a color of the Comment of the	Proportion

3375	William Medaille			Reroute to 190	Making 55 Program Stranger Terring Strange. See 1 Sec. 1	Security (43
				Community Alternatives	Recovering and the spage with finding 35 and other load groups with see regisped with the residents and understand their needs west, Dang Years of the sector 40 not solve any profession, now is the lines for control and control.	See Comment 44
3376	William Merriman	3/7/2023	VOH	General support	for counter adultions. For common adult on the base of each bourseast that are an experient to nor registrated, I am also concerned about received fraction to be found bourseast that we are performed. I am also concerned about received fraction that are a boundariedly voter as well the below goals in an experient one. An experient boundaried years are sufficient to the second about adult years and the below goals in an experient one. An experient performance of the second about adult years are also as a second about adult years and the below goals in an experient performance of the second about adult years are also as a second about adult years and the second about a seco	Se Connect 49
3977	William Morra	7,722	Phy	Do not wider/no build		Se Comment 5
			sica I Co	Reroute to 130	FACE float is sometiment, with C grad float was self-regard. Content Equilibrium, and the possibility of advantages with change in State A service REGIST of the state is a service and the content of the state of the state is a service and the content of the state o	Second 5
			ent		and undeveloped.	
				Do not widen/no build	Exception of this project and any operation of 135 through statis. Numerical statish have dearn that highly sergorisms indices once demand and service halfs centries. These was no indicates the training that there was any consideration of emanding 135 and and sell and contractly father as any consideration of emanding 135 and and all contractly fathers, 452 135, but thiss it is imprecise that this be considered. The more displacement.	Sea Comment #5
				Reroute to 190	Audio would be more connected, expublish, and all amound a bother only without 1.55 norming through it. The world's based colors for purequisition terminate freezesy on the sell get if more unear or go amound than not through them. ToO'D's plans are shareful, given the racial history of urban freezesy projects in the US, including that of 3.55 in Audio. Abtendance transportations will never be visible as tong as we continued to heavily invest in a cut infrastructure.	Securiorit 53
3378	William Tetrud	2/9/2023	Phy sica I	Do not widers/no build	Equality the freewy in the middle of a downthom area is an incredible waste of valuable real estate and will not upbaterially improve the problem of feeway conjection and traffic. It is a subsidiad piece of infrastructure or supplied to the conference of the conference or supplied to the conference or sup	See Comment 65
3379	Willie D			Air quality/Noise	MobilityS Program Manager Tommy Abrego. Please do not go through with this. The environment can't handle more destruction and resources giving towards unissativished methods of transportation. The noise, the publicion.	See Comment #34
				Public transit/Multimodal transportation	Its not worth it, broad in mass banak, goding inflastructure, and density. This will not improve anything long term and will only be a waste of money and resources while beweing quality of life.	See Connect #13
3380	Willy Woods	2/7/2023	Email	General support	Due Charmon beginned Commissioners. Their you for recognizing that 155 through hadron is not of the most compand readous segment in the State of Those. As this seriously added condesses you obtained condesses you offer a	The Communit #E
3381	Win Smith	2/7/2023	Email	General support	Out Classman bags and Commissioners: Thesis you for recignizing that 155 through hadn'ts are of the most congested readway segments in the State of Tream. As this services, decidated readway is defined. Ascroting, it is enviring showly be express my complete appoint for the 135 Capital Express Central design as proposed by TOOT. These you for your consideration of this security of the commission of the commission of the commission of the complete appoint on the 135 Capital Express Central design as proposed by TOOT. These you for your consideration of this security of the commission of the complete appoint on the 135 Capital Express Central design as proposed by TOOT. These you for your consideration of this	See Contrast #8
3382	Witt Featherston	3/7/2023	MyCapEx Website - Comment Form	General support	Please reconsider moving forward with Modelfield Administra 3, as the breaffs would not judy the costs and requires on the community. The file build Administra is a terminal product at this client. The cost is a second of the cost of	Set Contract #3
3383	Wolfgang Burst	2/28/2023	VOH	Do not widen/no build	This consists for the factor of and city that we focus or not creating a govern and more hormon-control and its base to leave of many friending in the part. Many studies allow that welevang this highest and not be interested in the first first the studies before and and have if anything in the figure, wend to be between and capaged and part for 250 persons the first first the studies before and an allow in a proper or the first of this collection of the control plancy. All our more and plancy are well to the control plancy as well the result in plancy are start. The control plancy are start for the control plancy are start for the control plancy as well the result in plancy are start. The control plancy are start for the control plancy as a sta	The Communit #S
3384	Wystt Beere			Community alternatives	Mobility55 Program Manager Tomery Arrago,	Sui Connect 44
					Making Shippen Manage Tramps drops; 1 am ansiderd Adult of in in Mendels. 15 TROUGH SHIPPEN	
			-	Reroute to 130	Tables on the second staffs amound it exists. These review their preparation for the disease. This is been well gramed and the staff properties of the staff of	So content(4)
				Bike/ped safety	Additionally we ought to be expanding addict transportation, bialability, withouthy, and mobility for those with disabilities. NOT EXPRICE THE HISTORY. Lespect the dry of Audin to represent my interests, and salard up for me and what is best for the dry by rejecting 25 reparation. We do not need to make Audin rugh.	See Comment 8:50
3385	Wyett Cornell	3/7/2023	Email	Community Albernatives	Mobility 25 Program Manager Training Alongs. Letter the in Austr. (Letter there have Takes AB, the proposal to separed 1.5% is no monumentally adound that I must once my opinion. The expension comes with way been many observables then upplied. The destruction of forces, business, and are studingly will change in less and or many propried to provide the second or the propried to many observables. The destruction of forces, business, and are studingly will change in less and or many propried to provide in the second or the propried to the second or the propried to the second or the propried to the second or the propried to the second or the propried to the second or the propried to the second or the second o	Sus Comment #4
3386	Xavier Talley	3/6/2023	Email	Business/residential displacement	On years a Table Table or supposed to consistent of the sevent received and foundations from all Regard of this curved promotion personal power involvable in the advantage of the sevent promotion personal power involvable in the sevent personal power involvable in the sevent personal person	Se Coment #23
					peopoial. More Numan interaction is needed to ensure equal representation.	
3387	Ya Ma	3/2/2023	Email	Do not widen/no build	Making Shapes Manage Training Areas (Shapes Manage Training Areas). Report of Shapes A Manage Training Areas (Shapes Areas (Shapes)). Report of Shapes A Manage Manage Areas (Shapes). Report of Shapes A Manage Mana	The Communit 4's
3388	Yader Gomez			Reroute to 130	Mobility\$5 Program Manager Finning Mongo,	Se connect#3
			-	Tire Wear	ToO's proces in the project is feased it grows induced chemical, construction impacts, particular matter profusion for the warr, the failure of all matter all highesy equineters, the success of feesely the control of	See Comment #18
3389	Yasmin Yasmin	3/7/2023	Email	Public transit/Multimo	MakilitySS Program Managar Tommy Akragis. My family care to Audios wher fining Edesia. Now this dry and row cell it my forms.	See Contract #13
				dall triansportation	Making days to begin from story. In the control of	
3390	Commenter Name Yasmin e Ben-	Date Received 3/7/2023	Source	Yopic Public transit/Multime	Comments Making Shapum Managar Tumny Abraga, I are a resident of Audits in Sec Qual 16 liams. I are a resident of Audits in Sec Qual 16 liams. I COPPOZE TACOT'S plants for LSS and I COPPOZE opposition. The construction on 135 has give on too long with barely any relief. There needs to be more effort put into public transportation methods like toxins and busines.	Magazinia Sui Contract #13
	Brahim			dal transportation	(109005 1001's plans for 135 and (199005 expansion. The construction on 135 has gone on too long with barely any resid. There needs to be more effort put into public bereportation methods like basis and business.	
3391	Yma Luis	1/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	ten not support the expansion of GS and DO support a roll line Antonio and Audin.	Sectioner #1
3392	Yorgos Economos			Woodland	Table 1. The party requests a mission is greatly and destinated in a required of earth gainst facilities of the control of the second of the control of the second of the control of the c	The Communit #239

				Business/residential displacement	The bookward shared for expected across to see in the ear of certains a seed, for a finished purisping on commonly banded, sales (see from businesses, and puring one for size), this should all off ones conscious basisees and seed, out certains below. The contract of the commonly ones of the commonly provide the commonly provide to the commonly provide to the commonly provide to commonly provide to the commonly provide to the commonly provide to the commonly provide to the commonly provide to the commonly provide to the commonly provide to the commonly provide to the commonly provide to the commonly provide to the commonly provide to the commonly provide to the commonly provide to the commonly provide to the commonly provide to the commonly provide to the commonly provide to the common provided to the commonly provided to the common provid	50 Cerement #23
3393	Yorgos Economos	1/28/2023	Email	Reroute to 190	has from by great you come design, and place to \$5 floreigh, factor. Note, consists intelled served to be you the still from \$25 four designate that \$25. There is most true in execution in the consists of t	Sectional (3)
3394	Yungos Economos			East/west connectivity	Models(s) 2 Program Namegar Transmy Alongs, Associated to a consistent of 25 such at 7 sear Late. It is equivalently commented or 10 supposed but an example or options have been effected by TuGs to advantage consume and make the appropriate quidalent for the contract of the contract o	dua Contracti \$20
				Reroute to 130	Name of specials, we should be resting in place or storing inhaltenance to 250 and recogning the large to 250. Clear Contract angines are given the exception of the large to 250 and recogning the large to 250 and rec	Sectional (3)
3395	Yoya Nass	3/7/2023	Email	Community Alternatives	SealingS Region Mesuger Timmy Acres; Lam a resident of the state Michigan and COMPOSE TADD's plans for USS and LOMPOSE expansion, as I believe it wouldn't work plus is not worth the pollution, Indexed, I am for the Rethink3S proposal	See Commute 44
3396	Yuliia Korabelska				Manipul Sanger United Prompt Recognity Transport Sanger (1995), a Separate Service of Control of Service Service (1995), and the Service Servi	Soc Contracts \$20
				Bike/ped safety	I would much prefer to cycle or use public trainell to commute to work.	Sae Comment #30
3397	Yvette Ruiz	3/7/2023	Email	General support	Due Claumen higgs and Commissioners. The property of the prop	Sea Contract # E
3398	Yvonne Campos	3/7/2023	Ernal	Remode to 130	Materials Shapes Manager Temps (Interpolation) I are anticled of Thom (Chick, Oph Materia) (Interpolation) I are anticled of Thom (Chick, Oph Materia) (Interpolation) I are anticled of Thom (Chick) I are anticled of	Soa Comment #3
3399	Zàich Allen			Do not widen/ho build	Makings of the register from younger from yo	Se Connect #5 Se Connect #13
				Public transit/Multimo dal transportation	And of the control of	
3400	Zach Beresin	3/7/2023	Email	Do not widen/no build	MakingS Program Manager Trampy Abregs, 1 appraise the ECOT plant	See Comment #5
3401	Zach Davis	3/7/2023	Email	Do not widen/no build	Making 55 regions Makager Tenney Abregs, ta.dursh, end of kary Bo	Se Commet #5
3402	Zech Faddis			Bury/turnel	Mobility 50 report Monage Transport Services (1994) and the services of the control of the contr	See Comment #25
3403	Zach Welky	1/28/2023	Emod	Mercute to 130 Do not widen/no build	t segating to combinit it of seep over the emiss inglessey you have surrounding our dry. Such as 150 or 250. Please do not subject our dry to your highway expension. It will work against our mobility, contains, and modesh	Sectional 5
	Zaich Wilky		email	uo not washi/hō build	This plant is a special CRS gave appear good of primary, Globe about on the two lightness on the two plants in page around a real independent. This was historiary is believed with in consideral will be a consideral with more present and the consideral will be a consideral with more present from the consideral will be a consideral with more present present from the consideral will be a considerated with more present from the consideration for the consideratio	para tamanana -
3404	Zach Waldis	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Pease add red to this plan. It would do so much more for our tops between SATX and Austin. Also, the isdewalk on the sides looks like a miserable area for peckedriums	Se connect #1
3405	Zachary Dunn	3/7/2023	VOH	Buryturnel	Please lawy of close? The makes by to commod distribute and seals Autor. Makes I was a seal of commod from the commod distribute and seals Autor. Makes John much make the great post and remove please as a white. It may be just a read, to 2022 and there are distant of accessful projects to reference. The Autor unber and mobility experience greatly suffers from 155 informating the crys years for half. It much do so much for the city to cover it. Deal tax set that financial for the city to the city to cover it. Deal tax set that financial for the city to the city to cover it. Deal tax set that financial for the city to cover it.	5ta Coronnet \$75
3406	Zachary Michalka	3/2/2023	Email	Caps/deck plazas	Calculated Security Transport Recognitive Transport Recognitive Transport Recognitive Control Security Transport Recognitive Control Security Transport Recognitive Control Security Transport Control Security Tr	Sea Contract #42
3407	Zechary Stockton			Air Quality	I repose the 1% Separation because it is not look but to increased policition and will not help fulfic. Norward the lanse on a highway only increases the amount of care, which leads to the same congestion as before but with more pollution. The additional leases through continuous more account and only increase pollution and additional leases through the continuous and additional leases through the continuous and additional leases through the continuous and additional leases through the continuous and additional leases the continuous and additional leases through the continuous and additional leases the continuous and additional leases through the continuous and additional leases the continuous and additional leases the continuous and additional leases through the continuous a	See Comment #558
				Public transit/Multimodal transportation	5. This includes may be and light rait train as well as more billing poles. This will make our dry well and more explicities. Proposals from Percented Austra and Parties 35 are better proposals than a loss expension for all plant as to benefits.	See Communit #13

March							
Part Part	3408	Zachery Welsh			Reroute to 130	alternative solution to expension. Application of the process of	Sea contrast # \(\frac{1}{2} \)
Part Part							
According to the content of the co					Tire Wear	removals, and its traffic modeling is flawed. Highway expansions DOVT work. They worsen congestion (as we saw with the Kety Freeway), air noise and water pollution, safety, and transportation options	Sectionnes #3
March Marc	3409	Zack Hamburg			Community Alternatives	Mobility35 Program Manager Tommy Abrogo,	See Comment #4
March Marc						but encourage driving, which increases traffic and pollution. We need creative, holistic solutions, like those proposed by Rethink35 that focus on moving people, not cars. We need solutions that create a sense of place, not paving over	
See See See See See See See See See See					Community Engagement	I oppose TiOOT's poor community outreach and lack of vision.	See comment #320
And the second of the second o	3410	Zack Schlosburg	2/24/2023	VOH	Do not widen/no build	Please do not expand 1-35 I will literally leave Austin if you do this, the highway is absolutely the most hornible thing about this place	See Comment #5
Part Part	ID	Commenter Name	Date Received	Source	Topic	Comment	Responses
Part Part	3411	Zaesha Thompson	3/7/2023	Email	Business/residential displacement	Mobility55 Program Manager Tommy Abrego,	See Comment #21
Let be a service of the control of t							
And the plant of t	3412	Zain Khataw	1/17/2023	Email	General support	called the Main Street of Texas, all Texans should call for both and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, is an writing today to experse my comprise support for the 15-5 Cignit Express Cartial design as a proposed by TADOLT testing of the year of the 15-5 Cignit Express Cartial design as a proposed by TADOLT testing or your consideration of this	See Connect #8
And the plant of t							
Part Part						Dear Chairman Bugg and Corrensationers:	See Comment #8
Supplied State of Supplied Sta	3413	Zane Drummond	2/9/2023	Email	General support	action to transform this critical stretch of infristructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.	
Mail	3414	Gordon-	3/7/2023	MyCapEx Website - Comment Form	Multimodal transportation	public transportation. This plan, as it is, would displace people heinig along the 3-55 condor and create more congestion, polition, and generally make things worse in this city. The according of the moneyed people behind this who this key can great any with ramming this plan down the public; throut will only be resented if the people responsible for planning this do the right thing, which do to be complete in perfect the source of the public through the library field no deal ears, but how the public that the properties of the properties of the properties of the properties of the properties of the public through through the public through the public through the public through the public through the public through the public through the public through the public through the public through through the	See Comment #20
Indiana, participant participant and reflective and design participant participant and participant par		Bouzard				moneyed inforests negatively dictate garbage infrastructure. Please don't be a feech.	
1 (900% 1 Communication of the part of the but one part of the time part of the state part of the time part of the time part of the state part of the time part of the time part of the time part of the time part of the time part of the time part of the time part of the time part of the time part of the time part of the time part of the time part of the time part of the time part of the part of the time part of the time part of the time part of the part of the time part of the time part of the p	3415	Zane Vesper	3/7/2023	Email	Do not widen/no build	MabilityS Program Manager Tommy Arrago. Middering the highway will only make traffic wome & disrespect the local community, Do your research pleased	Se Commit #5
See See See See See See See See See See	3416	Zania Morgan	3/7/2023	Email	Community Alternatives	MonitorSh Program Manager Tomery Acrops, 1099025 (2007) splans for 135 and 1099025 expension and I support the nethind35 plan. Terffic will never go away until we have better transportation. Stop letting these vehicle corporations run stufftt	Tee Connecte 44
Figure 1 and 19	3417	Zerek Kroll	2/21/2023		Caps/deck plazas	We should cap more of this for more parks and a more padestrian franchy environment.	See Comment #42
In an a resident of Auditor of any open COTO'S pages for the Signature quarter in principle country of the Company of the Comp	3418	Ziah Grace	3/6/2023	Email	Community atternations	appear equinding 3.55. In Experiment or flast space. I was shores from behind by a whole playing 500 miles per from. My whole was flagued entirely where it ablated across at least on of staffs. Thundridy, Carent to rest at the shoulder of 1.55 and not compared to the compared to the staff of the staff o	The Communit 64
Equation (2-35 as a measure across and or an agregation manufacture benefit or the town of which it is depreted by the second of the second or	3419	Zoe Fedde	3/7/2023	Email	Remode to 130	Lans a solicit of Audio sind oppose TOO's justice to 15 to 40 (1990'05 opposes because specified instruction does not on the filter of marks before. It makes the marks are the inflictable promote institution of the marks are the inflictable promote institution of the inflictable promote ins	5a connect#3
destriction, the increase in a route and any publication, with the presentation of the	3420	Zoé Thomas	3/7/2023	Email	Air Quality/Noise	MobilitySS Program Manager Tommy Atrego,	See Comment #34
Comment Form and Audit result increases my value as converting the profile case of the						downtown, the increase in noise and air pollution, and the inevitable increase of congestion, is abhorrent to me. I demand that my government representatives stand up for my rights and views. We do not want the I-35 expansion. There are MANY	
	3421	Zoe Vocke	1/31/2023		Regional Connectivity	Having a rail line connecting Austin and San Antonio would be great for both crises and in the long term reduce the need to expand highweips between the two. Having ease of access between San Antonio	See contrast #1
Burghared Sec Connect 425				Comment Form		and Austin would increase my visits as currently the baffic on 35 is terrible even when planning trips outside of rissh hour.	
						Surg/tunes	See Comment #25