

Q: How familiar are you with TxDOT's plans for I-35 in central Austin?

1: Not at all familiar

2: I've heard a little but want to know more

3: I have actively followed TxDOT's plans and feel like I understand the project



Q: How familiar are you NCINC?

1: You mean the boy band??

2: I've heard of the group but don't understand what they do

3: I am familiar with the group and understand what they do



Q: What do you think is the most important I-35 issue facing Hyde Park?

1: Construction impacts (delays, noise, etc)

2: Air Quality

3: Displacement and widening

4: Other



Q: Do you think HPNA should be involved in actions to mitigate for the I-35 expansion?

1: Yes

2: No

3: I need more information before responding





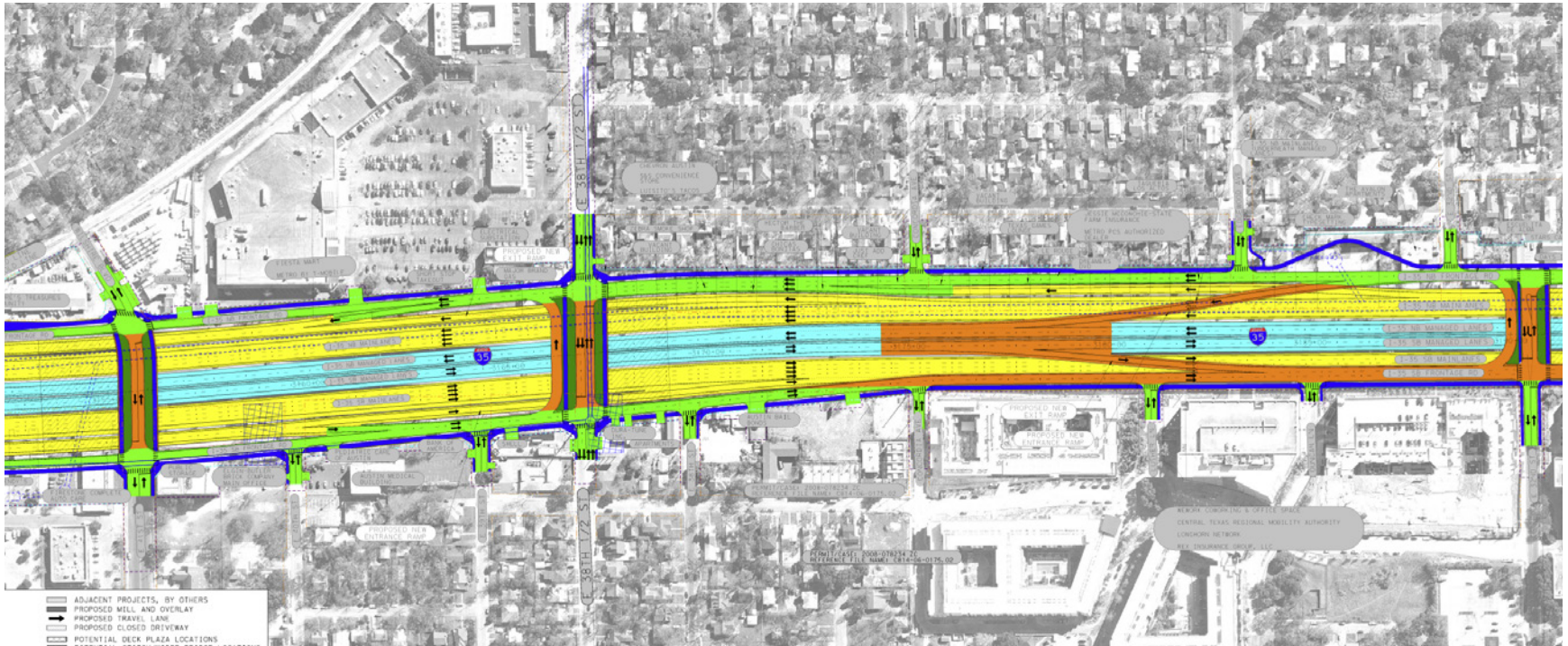
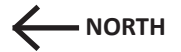
I-35 Capital Express Central Project

Highway 290 to SH71/Ben White Boulevard

Approximately 8 miles in length

- Will take an estimated 42 additional acres of right-of-way, mostly in the Cherrywood and Hancock neighborhoods
- Will displace 111 residences and business
- Estimated minimum 8 year minimum construction duration
- \$4.56 billion price tag
- Estimated construction start in 2024

32nd Street to 41st Street



Modified Alternative 3

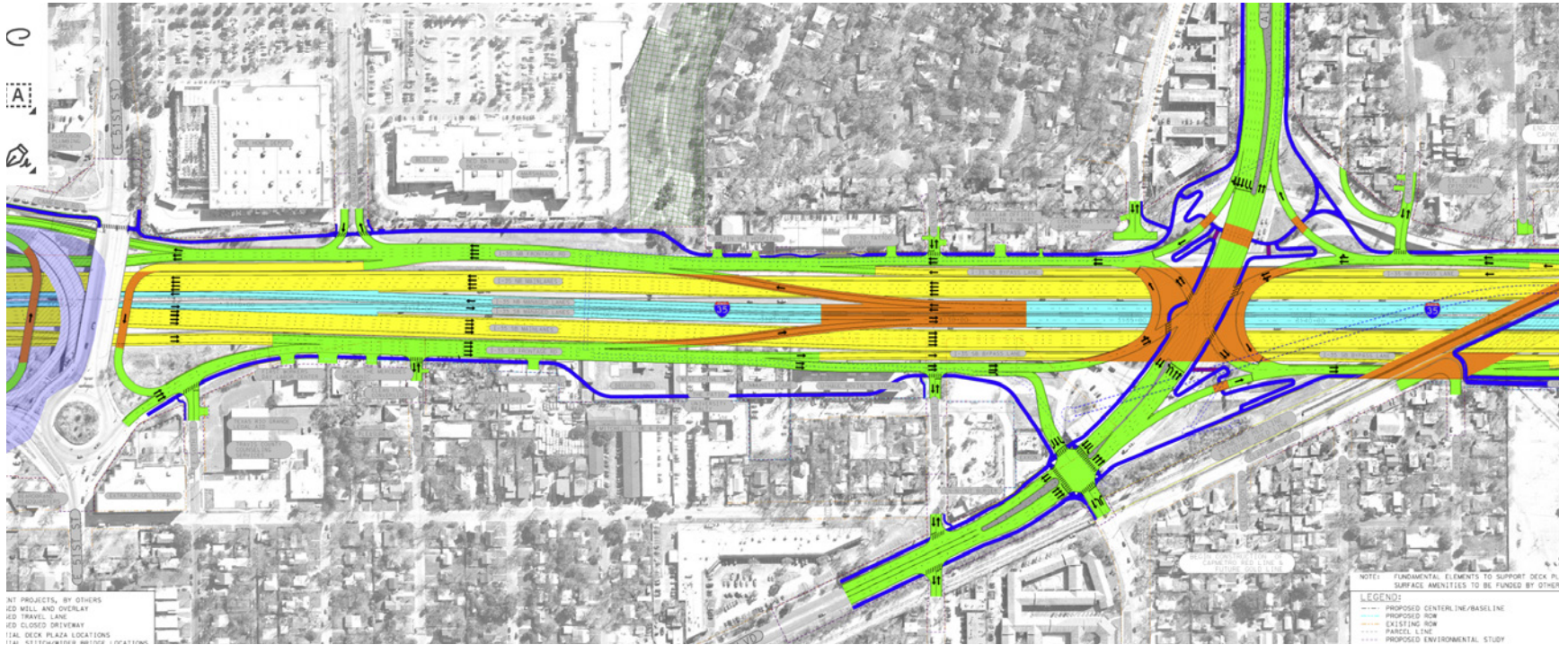
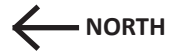
This is TxDOT's Preferred Alternative

- 2 “Managed Lanes” in each direction- carpool, bus & emergency vehicles only

- “Boulevard” frontage roads from Dean Keeton to downtown
- 16-18 typical lanes wide (currently 10-12)



Red Line to 51st Street



Modified Alternative 3

- Removes crossing at Hancock Center and adds crossing at 41st/Wilshire
- Removes Woodland Avenue crossing
- Adds elevated pedestrian crossings at Capitol Plaza, MLK, 15th, and Woodland

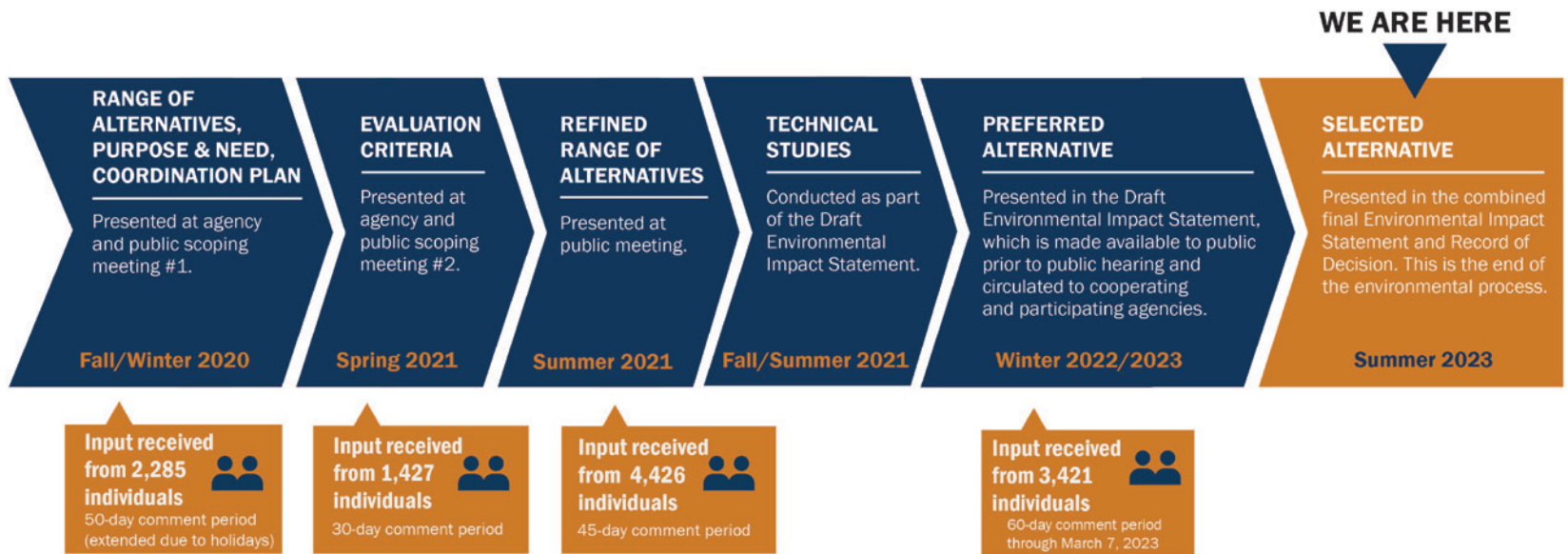


“Cap and Stitch”

TxDOT has worked with COA to allow for future covering of over 30 acres of I-35

- But they won't pay for it and COA needs to come up with up to \$800m by December 2024
- COA has applied for a \$105m Federal grant and would match \$45m of local money for first phase of caps
- COA has been awarded a \$1.12m Federal grant for further equity study of caps





Final Environmental Impact Statement (DEIS) & Record of Decision

Federal environmental requirement (NEPA)

- Assesses design alternatives and environmental impacts
- Finalized August 18th, 2023



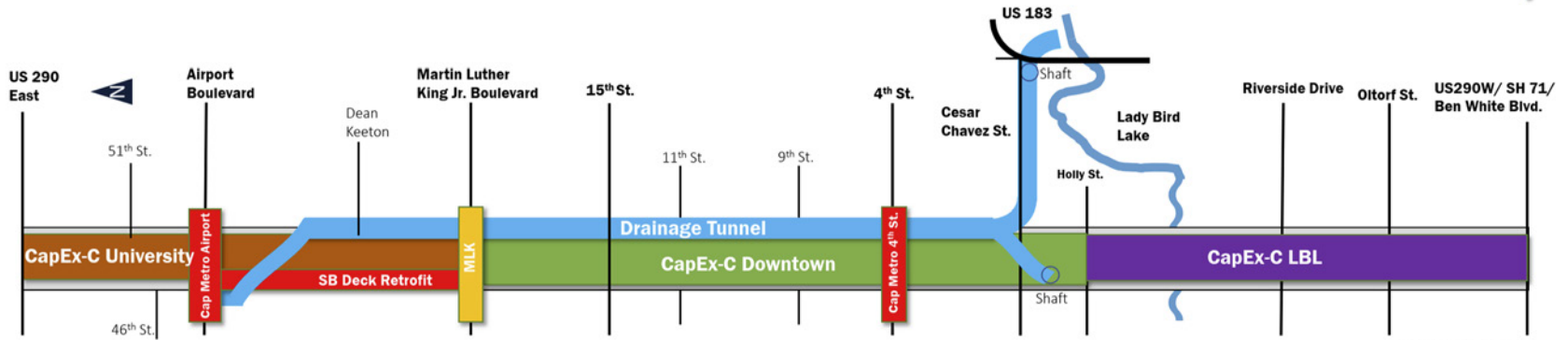


Diagram Not to Scale

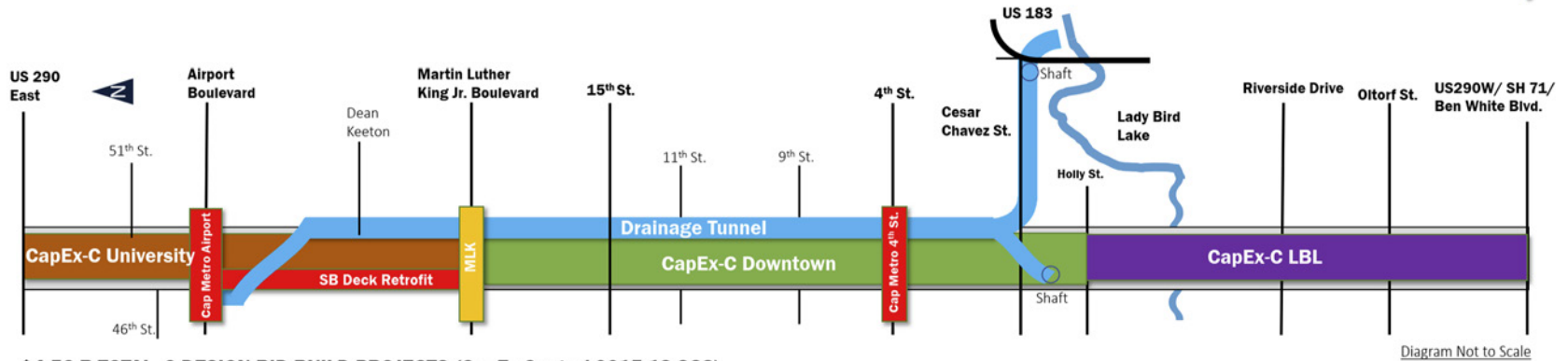
\$4.56 B TOTAL 6 DESIGN BID BUILD PROJECTS (CapEx Central 0015-13-388)

FY '23		FY '24		FY '25		FY '26		FY '27		FY '28		FY '29		FY '30		FY '31		FY '32	
		\$1.1 B		\$228 M		\$3.2 B													
★	DESIGN	CAPEX-C LBL \$422M (Holly St to US 290W/SH 71) 0015-13-428																	
★	DESIGN	MLK BRIDGES \$29.3M 0015-13-438																	
★	DESIGN	DRAINAGE TUNNELS \$748.2M 0015-13-433/440 & 0914-04-341																	
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Schedule

Construction is expected to begin in 2024 last a minimum of eight years.





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YEAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG
45 GEOTECH BORINGS, 150 REMAINING																																									
60 SUE TESTHOLES, 120 REMAINING																																									
55 ADV ACQ Offers		102 Remaining Offers/ED Filing/Relo/Demo																																							
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JUNE 2031

Schedule

Construction is expected to begin in 2024 last a minimum of eight years.

- Hyde Park area construction expected between 2026-2031
- Noise will exceed City of Austin allowed levels





Displacements Concerns

Many of TxDOT's displacements are in the Cherrywood and Hancock neighborhoods.

- 42 new acres of right-of-way
- 111 total residential & business displacements
- 4 Historic buildings removed

Austin Chronicle's historic headquarters to be paved over for I-35

KUT 90.5 | By Nathan Bernier
Published October 17, 2023 at 11:59 AM CDT



▶ LISTEN • 7:10

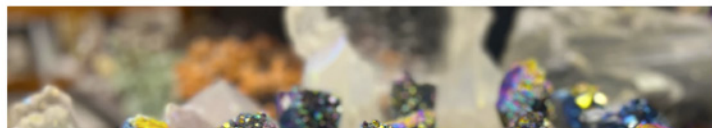


With I-35 expansion, Austin gem Nature's Treasures is being forced to move

KUT 90.5 | By Nathan Bernier
Published October 18, 2023 at 5:01 AM CDT



▶ LISTEN • 5:22



I-35 expansion will force out Spanish-immersion day care, scrambling plans for 200 kids

KUT 90.5 | By Nathan Bernier
Published October 17, 2023 at 5:01 AM CDT



▶ LISTEN • 5:58



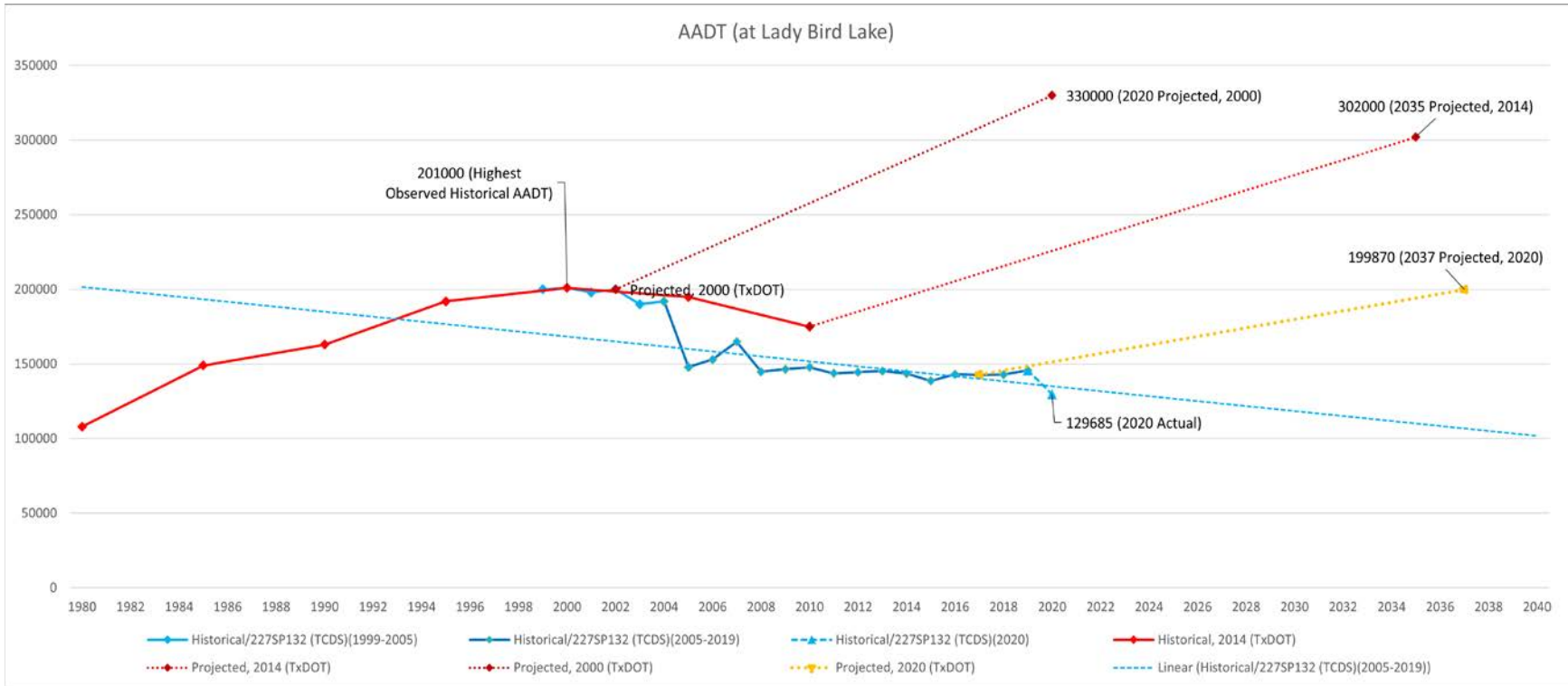
Austinites in the path of wider I-35 prepare to be pushed out

KUT 90.5 | By Nathan Bernier
Published October 16, 2023 at 5:01 AM CDT



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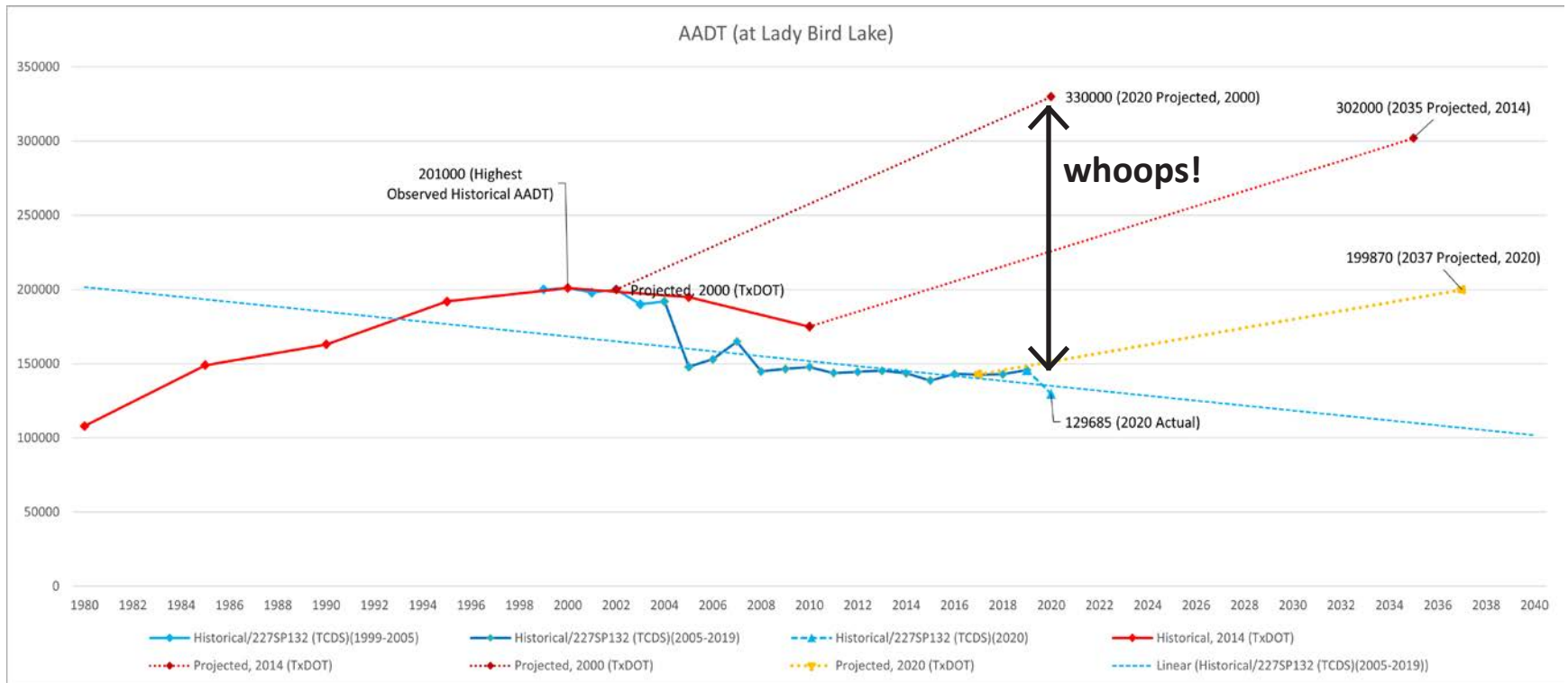


Methodology Concerns

TxDOT uses static modeling and a 1.5% annual linear growth model

- Artificially inflates supposed need for expansion





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- Artificially inflates supposed need for expansion
- Same model that missed the 2020 projection by over 100k trips per day

Transportation

Austin City Council pushes for pause on I-35 expansion, citing air quality concerns

Austin Monitor | By Chad Swiatecki
Published October 20, 2023 at 2:59 PM CDT



Air Quality Concerns

TxDOT's report says the project will contribute more than 50,000 metric tons of carbon dioxide every year for the next 20 years.



Photo by Matthew Rutledge

TxDOT ignored I-35 expansion health concerns, county says

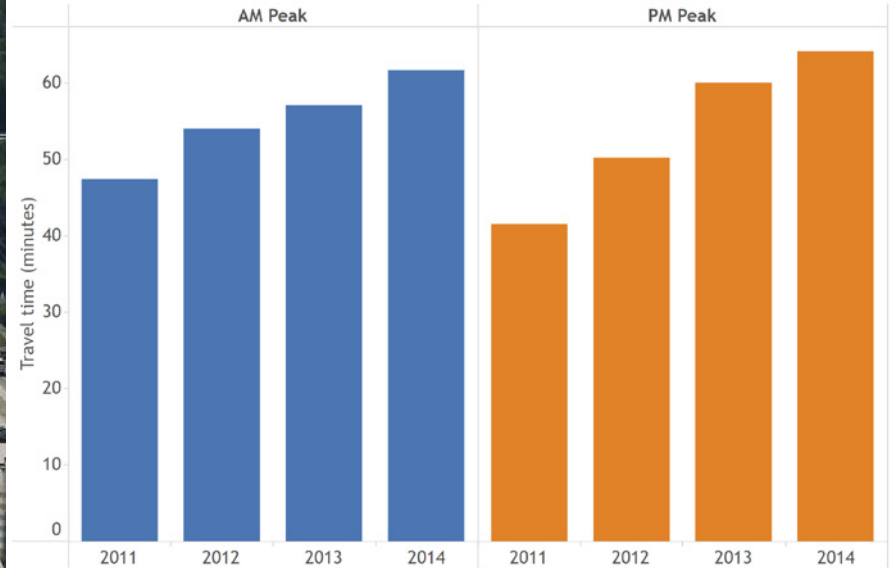
FRIDAY, SEPTEMBER 29, 2023 BY KEN CHAMBERS

- Construction impacts on air quality
- More cars = more pollution
- particulate emissions are not regulated





A highway "success story"
Travel times on Houston's Katy Freeway from Pin Oak to downtown grow after widening



Source: Houston Transtar

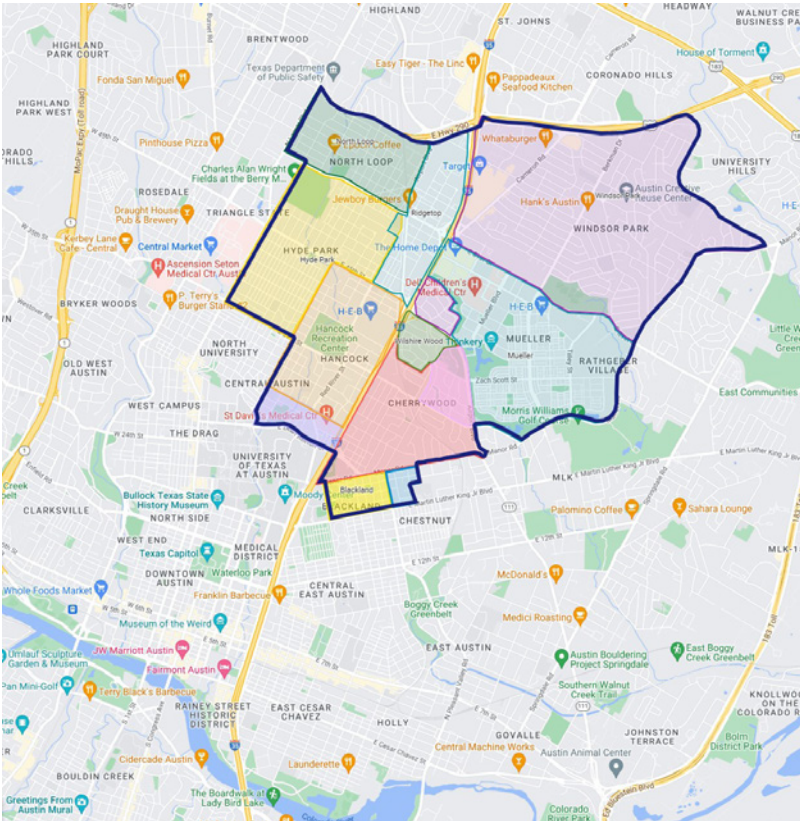
CityObservatory

Does It Even Work?

Houston's Katy Freeway is just one example of widening a highway making traffic even worse

- Increased capacity (lanes) encourage more drivers, which encourages more sprawl (which then encourages more drivers)
- TxDOT modeling for travel times ignores construction delays





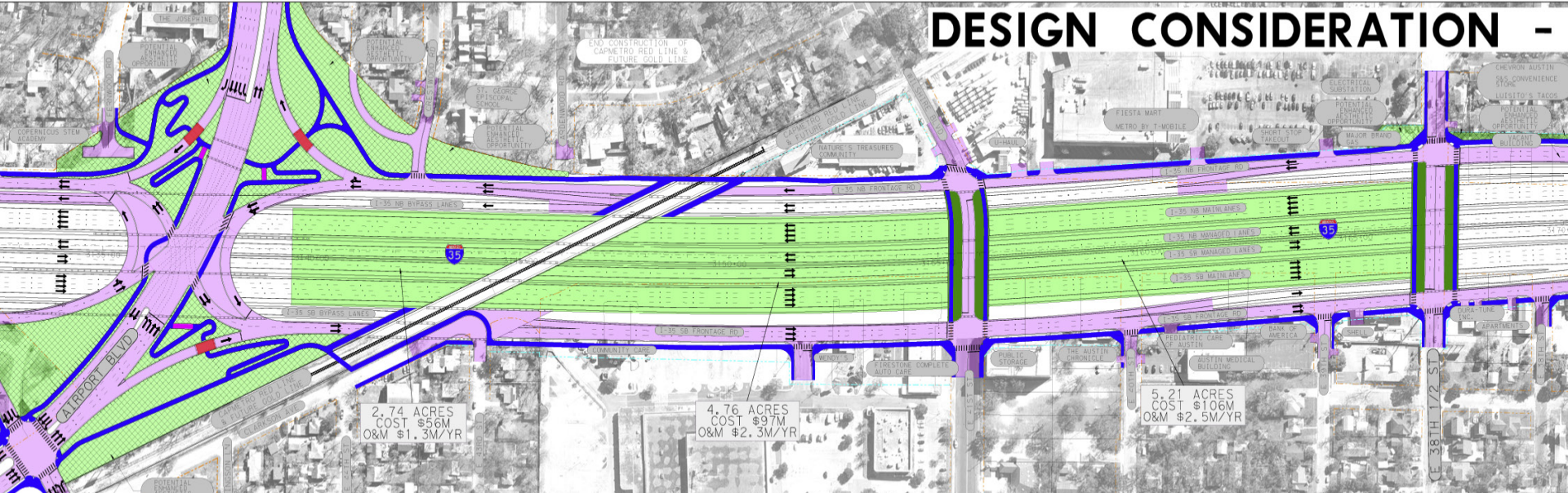
The North Central I-35 Neighborhood Coalition

13 Member Neighborhoods on both sides of I-35, totalling over 7 square miles of the city

Founded in 2000; reconvened in 2013
Approximately 8 miles in length

- Includes the Blackland, Cherrywood, Delwood 2, Eastwoods, Hancock, Holy Cross, Hyde Park, Mueller, North Loop, Ridgetop, Scheiffer-Willowbrook, Wilshire Wood/Delwood 1, and Windsor Park Neighborhood Associations

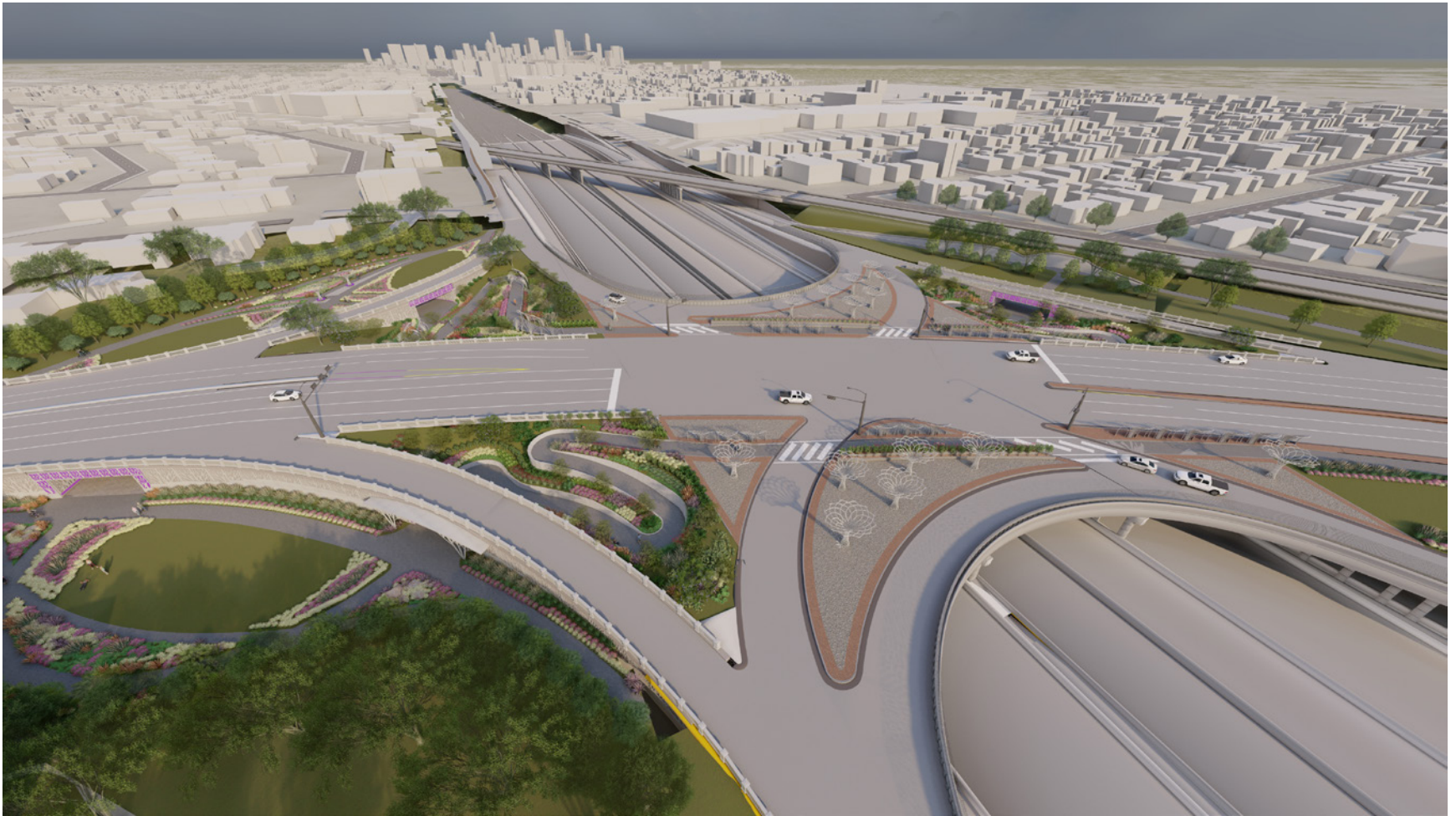




Community “Asks”

TxDOT has a mixed record of supporting north central community input on key parts of the design

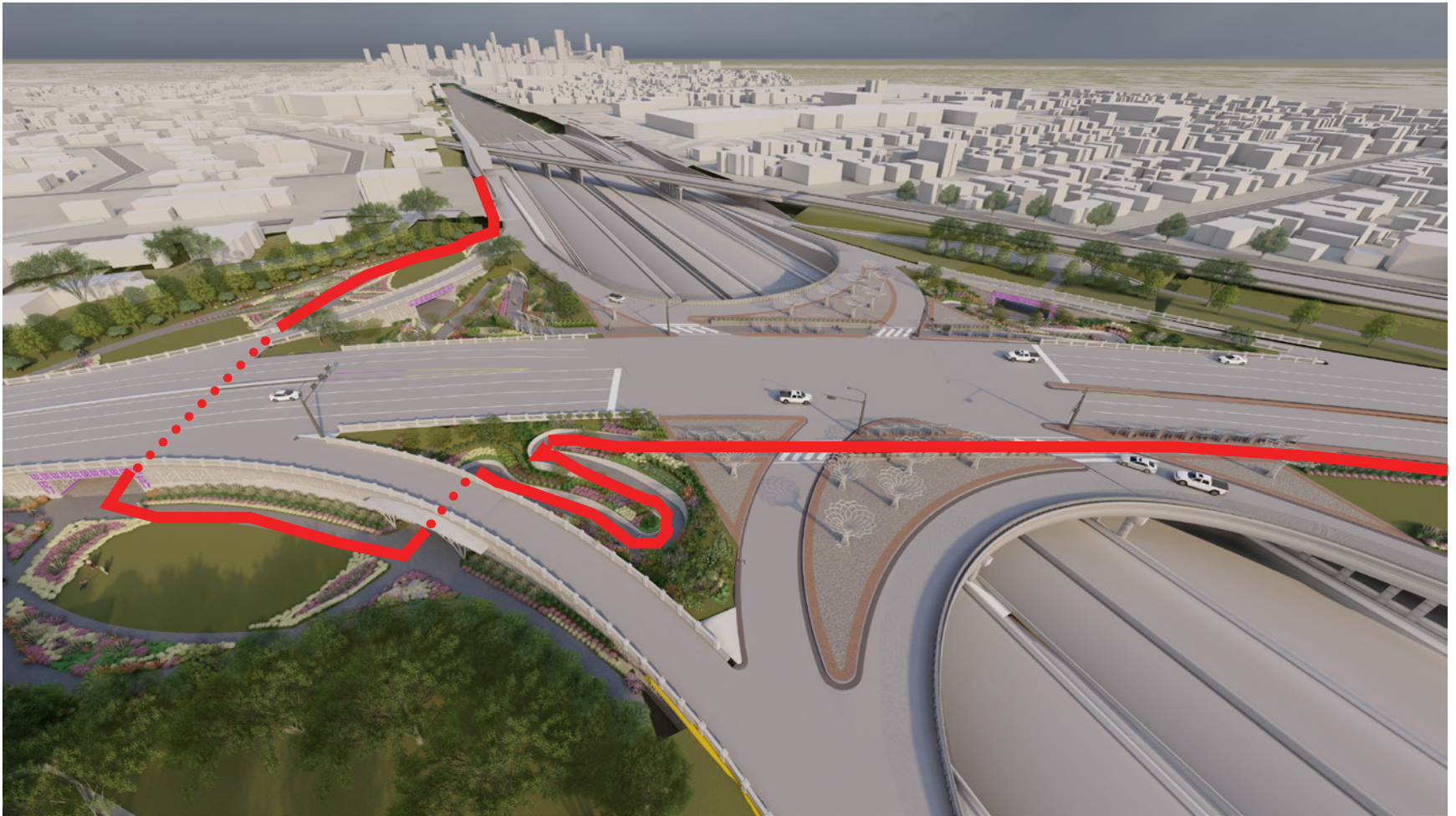
- Enable more future “capping” - *TxDOT has added potential COA-funded cap between 38 1/2 Street and Airport Blvd*
- More crossing opportunities - *not provided*
- Make frontage roads compatible with urban residential neighborhoods - *not complete*



We can do better than this

Despite its improvements, the Capital Express Central project does not do enough to mitigate negative impacts on neighborhoods.





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How can Hyde Park help?

The Hyde Park Neighborhood Association can take a position to support Council's request for more accountability from the project to support Austin's air quality, health and welfare

View FEIS and schematics: <https://my35capex.com/final-environmental-impact-statement-eis-and-record-of-decision-rod/>

- Call or email your Council Members
- Call or email CAMPO representatives
- Tell your neighbors!