



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

October 30, 2019
AGENDA ITEM #17

Executive Director Board Report

Strategic Plan Relevance: Regional Mobility
Department: Executive
Contact: Mike Heiligenstein, Executive Director
Associated Costs: N/A
Funding Source: N/A
Action Requested: Briefing and Board Discussion Only

Executive Director Board Report:

- A. Habitual Violator Program
- B. Toll Exemption Update
- C. 290E Phase IV
- D. Upcoming refinancing opportunities for outstanding debt

Backup Provided: Presentation

RESOLUTION NO. 2019-14

A RESOLUTION OF THE CITY OF MANOR, TEXAS, PROVIDING SUPPORT AND COMMENTS FOR EXTENDING US HIGHWAY 290 EAST TOLLWAY - PHASE IV, INTO THE CITY LIMITS AND EASTWARD; AND RECOGNIZING THE RECENT POPULATION INCREASES IN THE AREA, THE NUMBER OF MOTORISTS NOW UTILIZING US HIGHWAY 290 EAST AND THE EFFECTS ON LOCAL TRAFFIC AND CITIZENS OF THE CITY; AND PROVIDING FOR RELATED MATTERS.

WHEREAS, population growth in central Texas has continued at historic levels and as a result, the City of Manor (the "City") has experienced unprecedented increases in traffic volume and the number of motorists navigating US Highway 290;

WHEREAS, as configured currently, US Highway 290 Tollway ends at or near the western limits of the City, requiring all eastbound motorists traveling along that portion of US Highway 290 to reduce speed, navigate intersections and stop lights as they proceed through the City; and

WHEREAS, the City Council of the City still supports this type roadway extension and traffic improvement design;

WHEREAS, the City Council of the City also supports and requests the initiation of the required environmental assessment process to begin in earnest to facilitate forward progress on this needed roadway project;

WHEREAS, the City Council finds the tollway design and extension of the US Highway 290 Tollway Phase IV, through the City, is beneficial to the health, safety, welfare of the City, it's citizens and the thousands of passing motorists utilizing that portion of roadway daily;

WHEREAS, the City Council of the City finds that it is in the best interest of the economic health and viability of City and the properties and developments located therein, which in turn benefits the economic health of the County, the region, and the State, that an extension of the current US Highway 290 Tollway Phase IV be considered, allowing for a more direct, expeditious route through the City and surrounding areas; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MANOR, TEXAS:

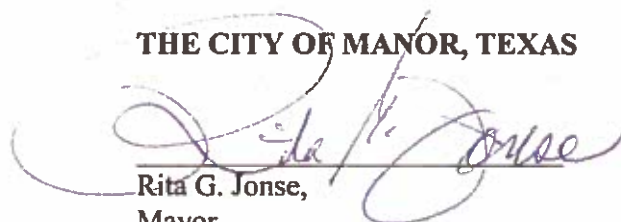
SECTION 1. The foregoing recitals are all true and correct and are hereby approved and adopted.

SECTION 2. The City Council of the City herein calls for the proper roadway authority to consider an extension of US Highway 290 Phase IV Tollway through the City.

SECTION 3. It is hereby officially found and determined that the meeting at which this Resolution is passed is open to the public and that public notice of the time, place, and purpose of said meeting was given as required by law.

PASSED AND APPROVED this the 16th day of October 2019.

THE CITY OF MANOR, TEXAS



Rita G. Jonse,
Mayor

ATTEST:


Lluvia T. Almaraz,
City Secretary



KIRK WATSON
STATE SENATOR • DISTRICT 14

NOMINATIONS - VICE CHAIR
EDUCATION
FINANCE
HIGHER EDUCATION

October 9, 2019

City of Manor
Mayor and City Council
P.O. Box 387
Manor, TX 78653

Mayor Jonse and Manor City Council Members:

For well over a year now, my office has been hearing from enthusiastic residents about the need to extend the Manor Expressway. They are tired of dealing with the increased traffic through the heart of the City of Manor and want an option to get out of congestion. They are also concerned about new construction limiting future expansion.

As you might recall, this conversation started over a decade ago, when it was decided, as a result of significant opposition to the Expressway going through the City, that the Expressway would end west of town. Times have changed and congestion is much worse. With the rapid growth in Central Texas, and the increase in population that promises to continue multiplying in the years to come, now is the time to revisit the idea of extending the Expressway through the City of Manor.

I encourage you to take a stand for your constituents who are seeking relief from traffic and allow them the option to use a toll road. It is my understanding that you will consider passing a resolution calling for Phase IV of the Manor Expressway to be constructed, extending it to the east side of town. I encourage you to do this and ask that you then share this statement of commitment with the Texas Department of Transportation, the Central Texas Regional Mobility Authority and the Capital Area Metropolitan Planning Organization.

Please call on me if I may be of assistance to you.

Sincerely,

A handwritten signature in black ink that reads "Kirk Watson".

Kirk Watson

CC: Thomas M. Bolt, City Manager



U.S. Department
of Transportation

**Federal Highway
Administration**

Texas Division Office
300 East 8th Street
Room 826
Austin, Texas 78701

May 3, 2006

In Reply Refer To:
HA-TX

County: Travis
Project: US 290 From US 183 to FM 973
CSJ: 0114-02-053

PROJECT
MAY 04 2006
MANAGEMENT

Mr. James P. Barta, P.E.
Director, Project Management Section
Environmental Affairs Division
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701

Dear Mr. Barta:

We are in receipt of your April 27, 2006, letter requesting our concurrence in a course of action that the Texas Department of Transportation (TxDOT) considers appropriate in light of its review of the environmental studies on its US 290 East projects in Travis County. We understand your letter comes from our mutual discussions on how best to advance the projects and respond to public input.

We have reviewed your request and concur that under 23 CFR 771.115, TxDOT may proceed with the preparation of an environmental assessment (EA). Under the discretion given to the Federal Highway Administration (FHWA), we agree that an EA is appropriate in this matter for the following reasons: 1) all previous transportation studies have not revealed any potentially significant impacts; 2) the review and concurrence of the project by local, state and federal resource agencies; and 3) the project has been approved through a federally required local planning process. When the EA is submitted for our approval, FHWA will make the determination as to whether to issue a Finding of No Significant Impact (FONSI) or if we will require a full EIS due to the identification of potentially significant environmental impacts in the EA.



We have also reviewed the TxDOT request for a change in project limits. Currently, the established logical termini for this environmental study are US 183 to FM 973. Due to the level of public controversy brought to light at the public meeting held February 7, 2006, TxDOT is requesting changing the project logical termini to US 183 to SH 130. We concur in this change for the following reasons: 1) SH 130 will be a major traffic generator once construction is complete in 2007; 2) SH 130 is within the original project termini; 3) the section of high public controversy requiring additional study is from SH 130 to FM 973; 4) SH 130 is a proper logical terminus; and 5) US 183 to SH 130 constitutes a project with independent utility.

To address the issues on this project and as we have discussed and agreed, the EA must: 1) fully address the need and purpose of the project; 2) discuss the alternatives that were considered; 3) show how TxDOT has consulted and coordinated with the requisite local, state and federal resource agencies; 4) describe and address all potential indirect and cumulative effects, including reasonable foreseeable actions of other public agencies and private entities in this area; and 5) have additional public involvement, including a public hearing and comment.

If you have any questions, please contact me at (512)536-5959.

Sincerely,

A handwritten signature in cursive script that reads "Ted West PE".

Ted West, P.E.
Urban Program Engineer



Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

April 27, 2006

**Request for Environmental Classification
Request to Change Project Limits
Travis County
CSJ 0114-02-053**

**Current Project US 290: From US 183 to FM 973
Proposed Project US 290: From US 183 to SH 130**

**Mr. Al Alonzi
Acting Division Administrator
Federal Highway Administration
300 East 8th Street, Room 826
Austin, Texas 78701**

Dear Mr. Alonzi:

Under 23 CFR 771.115(a), Class I (environmental impact statements (EISs)), certain classes of actions that significantly affect the environment require an EIS. Examples of such actions that normally require an EIS are:

- (1) A new controlled access freeway.**
- (2) A highway project of four or more lanes on a new location.**
- (3) New construction or extension of fixed rail transit facilities (e.g. rapid rail, light rail, commuter rail, automated guideway transit).**
- (4) New construction or extension of a separate roadway for buses or high occupancy vehicles not located within an existing highway facility.**

Currently, the Texas Department of Transportation (TxDOT) Austin District is preparing an environmental assessment (EA) for US 290 from US 183 to FM 973, which is listed in the Capital Area Metropolitan Planning Organization's Mobility 2030 Regional Transportation Plan as a tolled freeway. The proposed improvements would involve upgrading the current four-lane divided major arterial to a six-lane tollway (three lanes in each direction) with two to three non-tolled frontage road lanes in each direction. Electronic toll collection facilities are proposed to service main lane traffic. The proposed improvements would span approximately 9 miles along US 290.

The TxDOT Austin District prepared a draft EA in May 1990 to study potential improvements to US 290 between US 183 and FM 973. The draft EA was approved by the Federal Highway Administration (FHWA) in February 1991 as satisfactory for further processing. Following this approval, TxDOT was eligible to hold a public hearing to address the proposed improvements. However, due in part to a lack of funding, the project was placed on hold.

On December 19, 1997, TxDOT Austin District, the TxDOT Environmental Affairs Division (ENV), and FHWA met to discuss environmental documentation for the subject project. It was decided at that time to hold a public meeting to ascertain public opinion which would assist in determining whether an environmental impact statement may be needed. FHWA concurred with this process on January 27, 1998.

In 2004, TxDOT Austin District began preparing an EA for US 290 from US 183 and SH 130. SH 130 is currently under construction and is scheduled to be open to traffic in September 2007. This project was considered part of a system of tolled improvements proposed for the Austin area. Coordination meetings for these projects between TxDOT Austin District, TxDOT ENV, and FHWA began on June 25, 2004.

A public meeting on US 290 from US 183 to SH 130 was held on December 12, 2004. The meeting did not reveal extensive controversy about the project and public comments did not provide substantial negative commentary. A total of 68 individuals (including at least two elected officials) registered their attendance at the public meeting. Nine speakers presented comments during the public comment portion of the meeting. In addition, 11 written comments were received. A summary of this meeting was previously forwarded to your office.

In a coordination meeting with FHWA and ENV on July 26, 2005, TxDOT Austin District expressed their intention to extend the eastern limit of the US 290 improvements to FM 973. A public meeting was held on February 7, 2006, to discuss the proposed extension. The meeting was well attended. Approximately 486 individuals (including at least three elected officials) registered their attendance at the public meeting. Thirty speakers presented comments during the public comment portion of the meeting. In addition, 62 written comments were received. Most of the verbal and written comments expressed concerns about the effects of the proposed project between SH 130 and FM 973, and several citizens suggested new alignment alternatives.

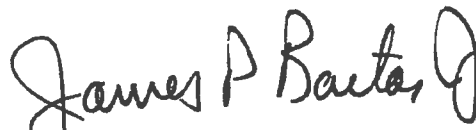
Recently, FHWA, TxDOT ENV, and the TxDOT Austin District met to discuss the option of dividing the subject project into two projects, each with independent

utility. One project would extend from US 183 to SH 130 and the other would extend from SH 130 to a yet to be determined eastern terminus. The TxDOT Austin District proposes to continue the EA for the proposed roadway from US 183 to SH 130. As evidenced by earlier project coordination and as described above, US 183 and SH 130 are logical termini for the US 290 improvements. Due to the need to consider possible new alignment alternatives between SH 130 and a yet to be determined eastern terminus, TxDOT Austin District proposes to evaluate the remainder of the project from SH 130 to that terminus as a future project.

The reasons for requesting changes to the environmental documentation are due to the public input process and are not socioeconomic or environmental in nature. Developing the eastern portion of the project as an independent project provides the TxDOT Austin District the opportunity to research a logical eastern terminus and alternatives, including new location alternatives, that were brought forth by the local elected officials and the community.

Based on the above project information and justification, your concurrence is requested that the Austin District (1) proceed with an EA for proposed US 290 and (2) change the eastern project limit back to SH 130. In addition, the Austin District would proceed with the appropriate level of environmental documentation to evaluate US 290 from SH 130 to an eastern terminus after additional investigations have taken place.

Sincerely,



James P. Barta, Jr., P.E.
Director, Project Management Section
Environmental Affairs Division

cc: Robert B. Daigh, P.E., Austin District Engineer

**US 290 East (US 183 to FM 973)
Public Meeting Summary Report
CSJ: 0114-02-053
Preliminary Draft (3/6/06)**

DATE/TIME:

February 7, 2006, 6:00 pm

LOCATION:

Manor Middle School Cafeteria; 10323 US 290 East, Manor, Travis County, TX 78653

PURPOSE:

- (1) To inform the public of a proposed change in the project scope (extension of the eastern limit) and a proposed modification to the toll collection plan
- (2) To provide information on the proposed improvements to US 290 East;
- (3) To allow interested citizens the opportunity to present information or comment on the proposed project; and
- (4) To develop a record of public views and participation.

FORMAT:

The public meeting began with a thirty minute open house session (6:00 pm to 6:30 pm) during which project team members were available to interact with the public and answer questions. The open house session was followed by technical presentations beginning at 6:30 pm. Technical presentations included an overview of the project history and technical aspects of the proposed project; an overview of the environmental process; and an overview of the State's right-of-way and relocation assistance programs. The meeting concluded with a public comment session.

PUBLIC NOTICE:

Public notice of the meeting was published in the Austin American Statesman on January 7 and January 28, 2006, and in the Manor Messenger on January 5 and January 26, 2006. The public notices were published in both English and Spanish. In addition, letters announcing the public meeting were sent to potentially affected property owners on January 9, 2006, and to xxxx on January xx, 2006. Copies of the public notices and invitation letters are found in **Appendix A**.

ATTENDANCE:

A total of xxx individuals (xxxx private citizens and xxx elected officials) registered their attendance at the public meeting. It is estimated that an additional 150 people did not sign-in; thus, the total estimated attendance is approximately 450 people. Copies of the sign-in sheets are found in **Appendix B**.

RECORDING/TRANSCRIPTION:

Presentations by the project team and the public comment session were recorded and transcribed by Ms. Kim Pence, Certified Shorthand Reporter. The certified transcript is found in **Appendix C**.

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DISPLAY/MATERIALS:

Information packets were distributed at the public meeting. Each packet contained a meeting agenda, project location map, project overview, right-of-way acquisition and relocation assistance program summary, TxDOT contact information and a comment form. A total of 300 packets were distributed at the meeting. High attendance resulted in depletion of the supply. The names and mailing addresses were recorded for those that did not receive a packet, but desired one. Packets were mailed to these individuals by regular postal mail on Thursday, February 9, 2006. A copy of the informational packet is found in **Appendix D**.

The following displays were available for viewing: an environmental constraints map showing the approximate right-of-way limits for each of the three alternatives, a preliminary schematic (as developed through prior US 290 East planning efforts), a typical section of the proposed roadway and information pertaining to context sensitive design.

During the open house session (6:00 to 6:30 pm) and during the recess immediately prior to the public comment, project team representatives were available to answer questions and interact one-on-one with those in attendance.

DEADLINE:

Comments received and/or postmarked on or before Friday, February 17, 2006, are included in this public meeting summary report.

SUMMARY OF MEETING

The public meeting was convened by Mr. John Hurt, Public Information Officer for the TxDOT/Austin District. Mr. Hurt explained the purpose of the meeting was to inform the public about two changes to the proposed project occurring since the US 290 East public meeting held in December 2004. He explained that since the December 2004 public meeting, the eastern limit of the proposed project had been extended from State Highway 130 to FM 973. He also indicated that the toll collection plan had been modified and electronic toll collection (ETC) is now proposed exclusively.

Mr. Hurt then reviewed the purpose of the proposed project stating that it would improve both safety and mobility on US 290. He stated the proposed project is consistent with the Capital Area Metropolitan Planning Organization's long range plan which includes the upgrading of US 290 to a six-lane tollway, with an additional six to eight non-tolled lanes.

Next Mr. Hurt discussed the history of the proposed project. He explained that environmental studies were initiated in 1990; but the project did not advance to public hearing due, in part, to lack of funding for the project. He explained the role of the Central Texas Regional Mobility Authority (CTRMA) as it relates to the proposed US 290 improvements, stating CTRMA would be responsible for design and project development once the environmental process is complete. And, Mr. Hurt discussed plans to utilize context sensitive design (CSD) solutions in project planning. He explained the goal of CSD is to develop a functional transportation facility that aesthetically complements the community setting.

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After explaining that, in accordance with the National Environmental Policy Act of 1969 (NEPA), an environmental assessment is being prepared for the proposed US 290 project, he then reviewed the agenda for the public meeting. He apologized that the supply of hand-outs had been exhausted and explained that copies would be mailed to those that request a copy. He asked that anyone who wanted a copy, but that did not receive one, add their name/address to the mailing list that had been started at the registration table.

Mr. Hurt informed the audience that a court reporter was recording the meeting and would produce a transcript of the proceedings. He then introduced the Spanish language translator who made a brief comment in Spanish.

Mr. Hurt asked the audience to register their attendance at the meeting by signing in at the registration table before leaving. He then explained that a recess would be taken after the technical presentations. He encouraged the audience to review the exhibits, visit with project team staff and ask any questions they may have during the recess. He noted that the public testimony portion of the meeting would not be a question and answer session.

At this point, an unidentified audience member interrupted the presentation. He asked "is this a done deal, or do we actually have input into this process?" Mr. Hurt responding by saying ". . . you certainly have input in the process. That's the reason we're here tonight." The audience member then stated ". . . our tax dollars already paid for Highway 290. . . So why are we having to pay a toll?" Mr. Hurt explained that it is the policy of TxDOT to consider tolling whenever capacity is added to a roadway. After additional random comments and exchanges, and simultaneous discussion amongst audience members, Mr. Hurt refocused the meeting and encouraged those wishing to speak to complete a speaker card. He also encouraged anyone who did not want to speak, to fill out a comment sheet. He explained that any written comments received within the next ten days would be included in the official record of the public meeting. He also noted that comments would not be accepted electronically (email).

Next, Mr. Hurt recognized the Mayor of Manor, Jeff Turner.

At this point in the meeting, Mr. Hurt introduced Lee Ellison. Mr. Ellison is a member of the consultant team responsible for preparation of the environmental assessment.

Mr. Ellison briefly described the environmental study process prescribed by NEPA. He explained the NEPA process seeks to balance potential impacts to the human and natural environments with the public's need for safe and efficient transportation. He then briefly reviewed the project history. He stated, "the purpose and need for the proposed project is to improve the safety and mobility on US 290 from US 183 to FM 973". He stated, "the proposed action would widen the existing roadway footprint and construct tolled main lanes and non-tolled frontage roads".

Mr. Ellison explained that in 1980, the average daily traffic volume on US 290 between US 183 and FM 973 was (approximately) 10,000 vehicles per day; in 2004 traffic had increased to (approximately) 50,000 vehicles per day; and, by 2025 traffic is expected to reach

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(approximately) 80,000 vehicles per day. He explained the proposed project is one of several proposed roadway improvements planned for eastern Travis County; however, the other projects would not substitute for improvements to US 290 since it will remain the primary transportation link between Austin and points east.

Mr. Ellison identified areas of commercial and residential development (existing and proposed) as the primary constraints in the project area. He explained a focus of the NEPA process would be to minimize impacts on these properties.

He explained other issues to be addressed in the environmental assessment would include environmental justice, surface water, stormwater, floodplains, noise, cultural resources, farmland, threatened and endangered species, and hazardous materials. He then encouraged the audience to provide information regarding local conditions/issues that may be of interest during the environmental study process.

In closing, Mr. Ellison explained next steps in the environmental process. He explained that comments received through the public meeting process would be documented in a summary report and considered as the project is developed further and the environmental assessment is prepared. He indicated the findings of the environmental assessment would be presented at a public hearing and all comments received through the hearing process would be evaluated prior to the Federal Highway Administration's final decision on the environmental assessment. Finally, he stated that if the environmental assessment is approved, right-of-way acquisition would begin.

At this point, Mr. Kon Kwan, TxDOT's project manager, discussed the engineering and technical aspects of the proposed project. Mr. Kwan explained that extending the eastern project limits to FM 973, as proposed, would provide improved traffic flow and congestion relief through the City of Manor.

Mr. Kwan explained that in July 2004, the Policy Board of the Capital Area Metropolitan Planning Organization amended the CAMPO 2025 Transportation Plan. One of the amendments changed US 290 (from US 183 to FM 973) from a six-lane freeway to a six-lane tollway. He stated the recently approved update to the plan (CAMPO 2030 Transportation Plan) also identifies this section of US 290 as a tollway.

Mr. Kwan explained that grade separations are proposed at Tuscany Way, Johnny Morris Road, Decker Lane, SH 130, Parmer Lane and FM 973 – with the US 290 main lanes going over the cross street. A grade separation is also proposed at Gregg-Manor Road; however, at this location US 290 would go under the cross street. Mr. Kwan stated that these cross streets are approximately one mile apart and turn-arounds would be constructed at each.

Next Mr. Kwan discussed the proposed typical section. He stated the improved roadway would consist of three tolled main lanes in each direction with each lane being 12-foot wide. The main lane pavement width would include 12-foot outside shoulders and 10-foot inside shoulders. The main lane design speed would be 70 miles per hour. Mr. Kwan explained that, as proposed, the

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improved roadway would also include three non-tolled frontage roads in each direction – two 12-foot lanes and a 14-foot outside lane. The wide outside lane would accommodate car and bicycle traffic. The design speed for the frontage roads would be 45 miles per hour.

Mr. Kwan stated that three alternatives are being considered: acquiring right-of-way on the north side of the existing roadway; acquiring right-of-way from the south side of the existing roadway; acquiring right-of-way from both sides while maintaining the existing centerline. Mr. Kwan noted that right-of-way for US 290 interchanges with US 183 and SH 130 was acquired as part of those projects; thus, all three US 290 alternatives share common right-of-way at those locations.

Mr. Kwan noted the location of creek crossings, stating that Walnut Creek and two of its tributaries would be bridged. He also noted the location of Big Walnut Creek Preserve – stating that TxDOT would use retaining walls and bridges to minimize right-of-way impacts at the preserve.

Next, Mr. Kwan discussed the proposed implementation of electronic toll collection. He explained that an exclusively-electronic toll collection system eliminates the need for toll plazas and associated facilities. This, in turn, reduces the overall right-of-way footprint as well as the overall project cost.

Mr. Kwan thanked the audience for attending the meeting and for their interest in the proposed project. He then introduced Mr. Bob Harwood, Assistant District Right-of-Way Administrator.

Mr. Harwood presented an overview of the right-of-way acquisition process and relocation assistance program. He noted that it had not yet been determined whether TxDOT or the CTRMA would be responsible for right-of-way acquisition, but, in any event, the acquisitions would be made in accordance with TxDOT standards as established by federal and state statutes and guidelines.

Mr. Harwood pointed out that each of the three alternatives identified by Mr. Kwan would require additional right-of-way and would result in displaced property owners.

Mr. Harwood stated that acquisition involves, in accordance with federal guidelines, appraisal of each non-donated property to determine just compensation. He then outlined elements of the appraisal process. In conjunction with this, he reiterated the intent of TxDOT to minimize the inconvenience and financial hardship to persons displaced by highway projects, and stated there are several services available to the displaced landowner or business owner.

Mr. Harwood stated that under residential services, TxDOT is required to find decent, safe, sanitary, comparable homes on the market at the time of relocation. Additional listings will be furnished if requested by the landowner. He also stated the requirements for eligibility for participation in this program, including length of occupancy requirements for certain benefits. Mr. Harwood then described associated residential relocation benefits including moving expense reimbursement, replacement housing supplement, loss of favorable mortgage interest

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rate reimbursement, rent supplement for displaced tenants, and compensation for miscellaneous expenses related to home buying.

Mr. Harwood then detailed relocation assistance available to displaced business owners. He explained that a business establishment would be compensated on the basis of actual moving expenses incurred, and a business owner may also qualify for reimbursement of certain re-establishment expenses. Or a business owner may choose a fixed payment based on the business' net earnings.

He then emphasized that a relocation advisor is assigned to each displaced landowner or business owner potentially displaced by roadway projects. He finished his presentation with a reminder to the audience that brochures were available, and that he and his staff were available to answer questions during the break.

Before recessing the meeting, Mr. Hurt again asked anyone who had not signed-in to do so before leaving. He encouraged those in attendance to review the displays during the recess and to ask questions of the project team. He also reminded anyone wanting to speak during the public comment session to complete a speaker card and turn it in at the registration table. He then recessed the meeting.

A public comment session followed the recess. Before beginning the public comment session, Mr. Hurt reminded the audience that the meeting "is not about tolling US 290", stating "we are not the people that are going to make that decision". He stated that the focus of the meeting was the design of the proposed roadway improvements and encouraged the audience to limit their comments to the purpose of the meeting.

Mr. Hurt encouraged those that did not want to present oral comments to submit their comments in writing. He explained that all comments, whether submitted orally or in writing, are considered equally. He also stated that comments received by the February 17 deadline would be included in the official public meeting record.

See "Oral Comments" (below) for a summary of and response to the oral comments received.

Prior to adjourning the public meeting, Mr. Hurt briefly discussed next steps in the project development process. He explained that a summary of the public meeting would be prepared and would be available from TxDOT for the actual cost of reproduction. He explained that comments received would be considered as the project is developed further. He also stated that a public hearing would be held.

ORAL COMMENTS

Thirty speakers presented oral comments during the public comment session. The comments are summarized below in the order in which they were heard. Following each comment summary is TxDOT's response to the comment.

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O-1 Hutchinson, Frank: Mr. Hutchinson identified himself as a representative of Shadow Glen Golf. He stated that Shadow Glen Golf had received numerous phone calls from individuals inquiring about the future of the Shadow Glen golf course. He assured the audience that Shadow Glen Golf does not “plan to go anywhere”, yet he acknowledged that they have no control of “where they [TxDOT] put the line on the roadway”. He encouraged TxDOT to “make that decision as quickly as possible so as not to disrupt our business and certainly the businesses that would be affected by this.” Mr. Hutchinson asked that TxDOT consider providing a bridge at Lexington to serve the long-term needs of the Shadow Glen community.

Response: Mr. Hutchinson’s comments encouraging TxDOT to make a quick decision are noted. Mr. Hutchinson’s request for a bridge at Lexington is also noted and will be considered further as the project design is advanced and the roadway schematic is finalized.

O-2 Milstead, William: Mr. Milstead identified himself as a representative of Milstead Supply Company, the owner of property located at 8210 Springdale Road. Mr. Milstead expressed concern that an interchange is proposed at Tuscan Way (approximately 1000 feet to the west of Springdale Road, and not at Springdale Road. He stated that south of US 290, Tuscan Way terminates in a cul de sac while Springdale Road continues on for about seven miles until reaching the Colorado River. He stated, “there’s a mistake here someplace because you’re getting ready to build an overpass over a cul de sac.”

Response: The design presented at the public meeting is preliminary and subject to change. Prior to finalizing the design, project planners will evaluate the location of interchanges and, if determined appropriate, adjust interchange locations to maximize compatibility with existing and projected traffic patterns and long-range planning for Travis County and the City of Manor.

O-3 Adams, Kevin: Mr. Adams identified himself as a resident of Manor and the Shadow Glen community. Mr. Adams expressed concern over potential impacts to the Shadow Glen community. He specifically mentioned impacts to the Shadow Glen golf course, the possible displacement of “the newly built residential centers”, removal of the landscaped entrance, noise impacts and the lowering of property values. He suggested consideration of an alternative that would by-pass Manor and intersect FM 973 south of town.

Response: In accordance with NEPA, and TxDOT and FHWA regulations governing the project development process, an environmental assessment will be prepared for the proposed US 290 project. The environmental assessment will include an assessment of project-related impacts on the human and natural environment such as those mentioned by Mr. Adams. Mr. Adams’ suggestion to consider an alternative that would by-pass Manor and intersect FM 973 south of town will be considered as the proposed project is developed further.

O-4 Kelly, Keith: Mr. Kelly identified himself as a resident of Lockwood Road. He indicated that he had attended public meetings on the possible relocation of FM 973 and stated “that’s going to eliminate all of the traffic from 973 coming into Manor where they might stop and do some shopping or do some personal business”. He then stated that “no one that lives in Elgin, Taylor, McDade, is going to get off [of US 290] doing 70 miles an hour, have to drive a mile to

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come into Manor and do any shopping.” He also expressed concern for the potential displacement of existing businesses along US 290. He stated, “Manor needs businesses for tax base” and expressed concern that the proposed improvements would adversely impact businesses. With regard to ETC, Mr. Kelly asked, “are we going it, and then are we going to be billed, or are we going to have to have a big sum of money sitting somewhere and it be deducted every time that we use it?”

Response: Mr. Kelly’s concern about potential for impacts to businesses within the City of Manor is noted and will be considered during development of the environmental assessment. The environmental assessment will also include an assessment of cumulative impacts resulting from the US 290 improvements and other past, present and reasonably foreseeable projects including the proposed improvements to FM 973. In response to Mr. Kelly’s question regarding ETC, generally ETC involves pre-payment of a specific amount. Use of the roadway is then monitored electronically and the appropriate user fees (tolls) are then deducted from the pre-paid amount.

O-5 Richardson, Gary: Mr. Richardson identified himself as the owner of the Subway in Manor. He expressed concern that, if his business is displaced, “the compensation I’m going to get won’t even come close to paying the debt” he took on to establish the business. He urged TxDOT to slow down the project development process.

Response: Right-of-way acquisition would be carried-out in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended, as implemented by the State of Texas in 43 Texas Administrative Code Section 21.111, et seq. If Mr. Richardson’s property is affected by right-of-way acquisition, he would be entitled to compensation for the acquisition of his property. In accordance with federal and state constitutional and statutory requirements, his property would be appraised to determine just compensation for the acquisition. The appraisal would consider the value of his land, any improvements to be acquired and damages to his remaining property, if any. Since Mr. Richardson operates a business on his property, he would also be entitled to relocation assistance. If Mr. Richardson is a tenant on the property (rather than the owner of the property) he would still be entitled for relocation assistance for his business. The exact amount that he would be entitled to in relocation assistance would depend upon a number of factors including the complexity of his move and the method of assistance that he elects.

O-6 Chambers, Katherine: Ms. Chambers identified herself as a resident of the Shadow Glen subdivision. She suggested that the proposed design be modified to incorporate a “smooth sweep into the north area right across the street from Shadow Glen”; thus, minimizing right-of-way impacts to the subdivision.

Response: Ms. Chambers’ suggestion is noted and will be considered as the proposed project is developed further.

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O-7 Hacker, Allen: Mr. Hacker identified himself as a “secondary resident in Shadow Glen”, stating that his primary residence is in California. He expressed general opposition to the proposed US 290 project and stated, “I think this should go on the ballot. . .”

Response: Mr. Hacker’s comments are noted.

O-8 Turner, Jeff (Mayor, City of Manor): Mayor Turner stated, “we at the little city, we want to grow” and “we want you have to have jobs in Manor,” He also stated, the proposed US 290 improvements “take out 50% of my sales tax base” and “it’s not an option.” He encouraged TxDOT consider depressing the proposed roadway so as to minimize impacts on adjacent development. He encouraged TxDOT to wait on the results of the “independent study” before making any decisions.

Response: Mayor Turner’s comments are noted. His suggestion to depress the proposed roadway will be considered as the proposed project is developed further.

O-9 DeLeonardo, Tony: Mr. DeLeonardo stated, “this should be put on the ballot like 130 was.” He expressed opposition to tolling the proposed roadway. He mentioned a 26.5 mile toll road in Virginia and indicated that the businesses adjacent to the toll road “died.”

Response: The Capital Area Metropolitan Planning Organization (CAMPO) is responsible for developing a fiscally-constrained transportation plan for the area within its planning jurisdiction (including Travis County). The CAMPO 2030 Transportation Plan, adopted in June 2005, identifies the proposed US 290 project as a toll road. The proposed project is being developed in accordance with the approved Plan. Although the funding decision is beyond the scope of the environmental study process, any environmental impacts that may result from the tolling provisions would be addressed during the environmental study. As a point of clarification, it should be noted that neither the toll concept nor the alignment of SH 130 was an issue presented to voters. The issue presented to voters was for approval of bonds to be used to purchase Travis County’s share of the SH 130 right-of-way.

O-10 May, Vincent: Mr. May identified himself as a resident of the Wilbarger Creek Estates neighborhood. Mr. May expressed displeasure with the manner in which information was being provided. He stated that “the displays here should have been given out in handout form so we could take it home to our neighbors and they could share it and make comments.” He also stated, “this information should be on the Web.” He suggested that in-lieu of the proposed tolled improvements, an additional lane be added in each direction; thus, increasing roadway capacity by 50%. He stated that the additional lanes could be tax-funded and that once complete, additional improvements could be incrementally added (such as a bridge at Springdale Road and then Giles Road).

Response: Mr. May’s comments are noted. His suggestion to add a single lane in each direction (rather than the project as proposed), followed by incremental improvements within the US 290 corridor, will be considered as the proposed project is developed further.

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O-11 Frenzel, Reinhard: Mr. Frenzel identified himself as a resident of the Shadow Glen neighborhood. Mr. Frenzel questioned the anticipated traffic benefits, stating “I don’t believe that this will relieve the congestion that everyone has been talking about.” He expressed opposition to the proposed project by stating “this will definitely destroy Manor,” “it will destroy Shadow Glen,” and “it will lower the property values on both sides very much.” Mr. Frenzel also questioned the proposed use of ETC, stating “there are no benefits locally or regionally.” He asked, “if someone from Houston wants to use this toll road, how are they going to do that?”

Response: Mr. Frenzel’s comments are noted. In response to Mr. Frenzel’s question concerning the use of ETC and how non-local traffic may use it, the following explanation is offered. TxDOT is currently working with tolling entities statewide to develop and implement a plan that would result in a “seamless” statewide tolling network. Under the plan, a toll tag could be purchased from any tolling entity in the state and then used on any toll road in the state. Tolls would be collected electronically and revenues would be distributed among toll entities based on usage of their facilities.

O-12 Lutz, Jim: Mr. Lutz expressed opposition to tolling, stating “it’s just another taxing authority.” He also expressed support for Mr. May’s suggestion to add a single lane in each direction (rather than the project as proposed).

Response: See responses to Tony DeLeonardo (O-9) and Vincent May (O-10).

O-13 Bode, John: Mr. Bode identified himself as a resident of the Shadow Glen neighborhood. Mr. Bode questioned the need for the proposed project, stating “are we seriously expecting traffic flow on par with I-35 coming through Manor?” He also questioned the need to extend the project limits to FM 973. Mr. Bode expressed concern about the town being “split in half.” He stated that impacts to Shadow Glen and the City of Manor would not be “insignificant,” and questioned whether the economic impacts to be assessed in the environmental assessment would look at impacts to the community as a whole or only individual properties. Finally, Mr. Bode asked whether the decision process is “summarized and made available for independent review.”

Response: As stated in the technical presentation, by 2025 the average daily traffic for US 290 is projected to be approximately 80,000 vehicles per day – a traffic volume comparable to the volume experienced in 2004 on IH 35 at xxxxxx. Extending the US 290 East improvements to FM 973 is necessary to maximize efficiency of the transportation system within Eastern Travis County and the US 290 corridor, and is consistent with the regional planning efforts as documented in the CAMPO 2030 Transportation Plan. Project effects on community cohesion will be evaluated in the environmental assessment as will economic effects on the community as a whole. Prior to a final decision, the environmental assessment will be made available for public and agency review and a public hearing will be conducted.

O-14 Fairchild, Fancy: Ms. Fairchild identified herself as a resident of the Wilbarger Estates neighborhood. She stated that the company conducting the independent study commissioned by CAMPO “consistently overvalues toll roads.” Ms. Fairchild expressed opposition to tolling,

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stating “we can’t afford it on top of the higher gas prices and other toll roads that are built. It’s just too much.” She also indicated that toll road bonds are “grossly overvalued.”

Response: Ms. Fairchild’s comments are noted. See response to Tony DeLeonardo (O-9).

O-15 Harlow, Gary: Mr. Harlow identified himself as a resident of the Shadow Glen neighborhood and a former employee of the State. Mr. Harlow stated the public meeting is “just a dog and pony show.” He stated that he and others “wanted a quieter, simpler life outside the fast lane of Austin, and that’s why we bought here.” He further stated, “if I want to sit ten minutes at the stoplight in Manor to get inside because I come home to a quiet life, that’s my choice and not your right to tell me I don’t have it.”

Response: Mr. Harlow’s comments are noted.

O-16 Harrell, Harris: Mr. Harrell expressed opposition to tolling, stating “I don’t believe TxDOT is telling the whole story.” He also questioned the make-up of the “independent council that CAMPO appointed.”

Response: Mr. Harrell’s comments are noted. See response to Tony DeLeonardo (O-9).

O-17 Anderson, Mary: Ms. Anderson identified herself as a representative of Texans Against Tolls and the Austin Toll Party. Ms. Anderson expressed opposition to tolling, stating “you’re tolling roads that people have to use to get into Austin and out of Austin. It’s not fair to these people.” She then announced plans to hold a neighborhood meeting.

Response: Ms. Anderson’s comments are noted. See response to Tony DeLeonardo (O-9).

O-18 Harding, Nicole: Ms. Harding stated that TxDOT is “in bed with the developers” and “the developers are owned by mega corporations out of California, New York. They’re the ones behind this . . . because they plan on having a ton, a sea of houses just like Pflugerville out in the farmlands.” She stated she has “a problem with TCEQ too” and not accepting comments by email is a violation of the “Federal Public Information Act.” Finally, she stated “there will be no black prairie lands.”

Response: Ms. Harding’s comments are noted. Farmland conversion impacts and impacts to remnant blackland prairies, if any are documented within the study area, will be evaluated in the environmental assessment.

O-19 Salazar-Aldass, Veronica: Ms. Salazar-Aldaas identified herself as a resident of the Shadow Glen neighborhood. She expressed concern for the safety of children that must cross the toll road to get to school. She also expressed concern for those children that ride school buses would operate in “faster lanes.” She indicated the schools would be affected by noise. She expressed concern about access to and from her neighborhood and travel from one side of US 290 to the other. She questioned the scope and estimated cost of the proposed improvements, stating “we don’t need all of this.” She indicated that land values would be

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adversely affected and “more businesses are going to come.” She stated, “this road shouldn’t be built as proposed” and “everybody should put in their comments.”

(Note: At this point, the tone of the proceedings became confrontational. In an attempt to restore order to the meeting, Mr. Hurt called for a brief recess. Following the recess, Mr. Hurt reiterated the purpose of the public meeting which was received with some resistance from the audience.)

Response: Ms. Salazar-Aldass’ comments are noted. The proposed project would be developed in a manner compliant with applicable safety standards. The environmental assessment for the proposed US 290 project would include evaluation of noise impacts, impacts to community cohesion and neighborhoods (including impacts resulting from changes in access), land use impacts, and indirect and cumulative impacts.

O-20 Hutton, Dallas: Mr. Hutton stated, “my concerns are with the design, and my concern is specifically in downtown Manor.” He stated the current design “does not take into account the traffic flow that will happen” with a planned new elementary school close to eastern Manor. He encouraged TxDOT to consider “more points of crossing, even if it’s not more points of access onto the toll road, more ways that people can get across.” He also suggested “walkways so that children could cross more safely.” Finally, Mr. Hutton suggested a “double-decker road going through downtown” in order to minimize the right-of-way footprint in the downtown area.

Response: Mr. Hutton’s comments are noted and his suggestions will be considered as the proposed project is developed further.

O-21 Bennett, Margo: Ms. Bennett identified herself as a resident of the Shadow Glen neighborhood. She expressed opposition to tolling. She also requested another meeting to discuss two additional alternatives. The first alternative she suggested was a “ramp-up” of the proposed improvements from FM 973 through the downtown area (meaning some improvements in the downtown area which transition to the roadway section, as proposed, once beyond the downtown area.) The second alternative suggested by Ms. Bennett was to shift the proposed roadway south in order to avoid the downtown area. As described, this alternative would intersect with FM 973 south of the City of Manor. Ms. Bennett noted that since TxDOT is also planning improvements to FM 973, there would be opportunity to shift FM 973 to improve distance between the two facilities.

Response: See response to Tony DeLeonardo (O-9). The alternatives suggested by Ms. Bennett are noted and will be considered as the proposed project is developed further.

O-22 Waldon, Michael: Mr. Waldon identified himself as a resident of Manor. Mr. Waldon stated that he is an engineer and the project, as proposed, is “overkill.” He suggested reversing the ramps, “that way people can actually exit to get into Manor.” He suggested that the tolling strategy be designed on a per mile used basis (rather than pre-determined blanket amount per trip) so that drivers won’t be discouraged from exiting in Manor and then getting back on the toll road to complete their trip.

Response: Mr. Waldon's comments are noted and his suggestions will be considered as the proposed project is developed further.

O-23 Wasserman, Julie: Ms. Wasserman identified herself as a representative of the Chimney Hills North neighborhood. She stated the neighborhood is "very concerned about the toll road." She indicated Chimney Hills Drive is the only entrance to the neighborhood and questioned why turn-around access is proposed at Arterial A rather than Chimney Hills Drive. She stated the neighborhood is concerned that the landfill will "use Arterial A to expand, and that's an issue for the Chimney Hills neighborhood as well." She also questioned "why Tuscany is the access instead of Springdale Road," stating "we'd like to see Springdale kept as an access to the toll road." She expressed concern about noise, suggested that the roadway be kept "at surface grade in front of the neighborhoods as much as possible," and inquired about plans for sound barriers. She stated "we need to look at bigger pictures and urban sprawl" and how we can help move traffic. Finally, she stated she is "not completely against the toll road" and encouraged TxDOT to consider the concerns of smaller neighborhoods like Chimney Hill.

Response: Ms. Wasserman's comments are noted. Proposed interchange locations are consist with local and regional planning efforts as presented in the long-range transportation plan for the greater-Austin area (CAMPO 2030 Transportation Plan). The environmental assessment will include a noise analysis. If the proposed project is found to have noise impacts (based on the definition of impacts established in TxDOT's published noise guidelines), noise abatement would be considered. If abatement measures are determined to be both reasonable and feasible (based on criteria established in TxDOT's noise guidelines), abatement would be implemented in conjunction with development of the proposed project.

O-24 Fortenberry, Holly: Ms. Fortenberry identified herself as a resident of Shadow Glen. She thanked TxDOT "for the opportunity to give our opinions." She stated that she likes "the idea of having more access in and out of Manor." She expressed concern about noise, but said her main concern is for "the wildlife in the area." She stated, "I know that these large highways, while they are necessary, they can bisect and sometimes destroy wildlife habitat." She suggested that TxDOT consider "incorporating underpasses separate from the main roads similar to those that were constructed on the green belt in Austin for joggers and other people walking through there." However, she suggested that instead of constructing the underpasses entirely from concrete, that vegetation be incorporated to encourage use by wildlife.

Response: Ms. Fortenberry's comments are noted and her suggestions will be considered as the proposed project is developed further.

O-25 Ball, David: Mr. Ball identified himself as a resident of the Shadow Glen neighborhood. He indicated that he agrees with the previous speaker's assessment (see comment O-22) that, as proposed, the project is overkill. He also expressed concern that if half of Manor's tax base is removed, the city won't be able to sustain itself and will be vulnerable to "acquisition" by the City of Austin. Mr. Ball expressed support for the idea of adding an additional lane in each

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direction (rather than the proposed improvements) and urged more consideration of the proposal to extend the eastern project limit to FM 973.

Response: Mr. Ball's comments are noted.

O-26 Speckels, Mike: Mr. Speckels identified himself as a resident of Elgin. He stated that as a truck driver he travels through Manor many times each week. He stated that "trucks are your biggest problem" and suggested construction of an elevated roadway section to accommodate trucks and other through traffic. He indicated that local access could then be accommodated at grade. He commended those that spoke before him, stating "there's been lots of good ideas." He then urged TxDOT to "come up with something that's more reasonable" than the project as proposed.

Response: Mr. Speckels' comments are noted and his suggestion will be considered as the proposed project is developed further.

O-27 Alford, Roger: Mr. Alford identified himself as a resident of the Shadow Glen subdivision. He expressed concerns about noise, stating "it's hard to conceive of 80,000 going there." He requested consideration of noise abatement.

Response: See response to Julie Wasserman (O-23).

O-28 Egger, Shelli: Ms. Egger identified herself as a resident of Manor. She expressed concern that the proposed project would "split our town in half with concrete" and potentially "create a class division in this town."

Response: Ms. Egger's comments are noted. The environmental assessment of the proposed project will include an assessment of social impacts including the potential for adverse community cohesion affects.

O-29 Hortsman, Lois: Ms. Hortsman identified herself as a resident of Manor. She suggested that TxDOT "let the public know well in advance what you're going to do." She stated "those who are involved need to stop and listen to the community." She then encouraged the audience to register and vote.

Response: Ms. Hortsman's comments are noted.

O-30 LeGrand, James: Mr. LeGrand identified himself as a resident of Houston. He stated that he drive US 290 "a lot." He noted that many towns along US 290 have a by-pass for through traffic and a "Business US 290" route. He suggested the Business US 290 option be explored for Manor.

Response: Mr. LeGrand's comments are noted and his suggestion will be considered as the proposed project is developed further.

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(Note: In response to a question from Mr. Hurt, Ms. Lois Hortsman provided some commentary about the development of Austin, growth of the IH-35 corridor and access to the US 290 flea market.)

WRITTEN COMMENTS

Sixty-one written comments were received in response to the public meeting and are summarized below in alphabetical order. Following each comment summary is TxDOT's response to the comment. One additional illegible written comment was received. Copies of the written comments (62 total) are found in **Appendix E**.

W-1 Alexander, Ronda: Ms. Alexander stated, "I agree that something needs to be done to US 290 with the amount of traffic that travels on that highway." Ms. Alexander suggested that TxDOT consider the following design alternatives: "the same thing you have done to U.S. 183 going toward Lakeline Mall", "add lanes on each side of the highway and begin building the parts/crossovers bit by bit since we can not afford it", or a design similar to US 290 going into Houston ("another great example").

Response: Ms. Alexander's comments are noted and her suggestions will be considered as the proposed project is developed further.

W-2 Alford, Jan: Ms. Alford stated "there is no need for a 12 lane, 10 at the most," "noise abatement for residential areas needs to be addressed," "crossovers need to be addressed" to provide convenient access from one side of the roadway to the other, "access to local businesses needs to be addressed," and "graphics and updates should be available on the internet." Ms. Alford also stated, "electronic toll booths means non-locals, i.e. tourists, truckers, etc, will use the access roads because they won't have a sticker. This means only locals will use and pay for the road. Revenue will be lost and locals will bear the burden."

Response: Ms. Alford's comments are noted. With regard to Ms. Alford's comments concerning the location of interchanges and access points, see response to William Milstead (O-2). With regard to noise abatement, see response to Julie Wasserman (O-23). **Lack of toll tag issue – response to be provided by district staff.**

W-3 Alford, Roger: Mr. Alford suggested TxDOT "consider a below-grade placement of the main lanes" to reduce noise, lessen the environmental impact and minimize the right-of-way footprint.

Response: Mr. Alford's suggestion is noted and will be considered as the proposed project is developed further.

W-4 Ambuhl, Allen: Mr. Ambuhl's comments focused on the following key points: (1) "the public comment period ends too quickly," (2) "All previous proposals had the tollway stopping at or near Parmer Lane . . . Our lives are now directly affected," (3) need for additional crossovers and access points; (4) economic impacts resulting from business displacements/reduction in tax base; (5) impacts in the vicinity of the Shadow Glen neighborhood and golf course, (6) noise,

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quality of life and property value effects within the Shadow Glen neighborhood, (7) the “either misleading or outdated” online survey “currently being conducted by the Resource Systems Group for the CTRMA,” and (8) safety of children crossing the facility while traveling to and from school. Mr. Ambuhl suggested four alternatives ranging from operational-improvements (relatively minor construction aimed at improvement mobility without adding capacity) and/or, adding additional lanes within the existing right-of-way; relocating US 290 to recreate a by-pass around Manor; and meandering the right-of-way from one side to another so as to minimize impacts to existing development. See Appendix E for complete descriptions of the alternatives suggested by Mr. Ambuhl.

Response: Mr. Ambuhl’s comments and suggestions are noted. The public comment period is in accordance with TxDOT rules governing the project development process. With regard to the need for additional crossovers and access points, see response to William Milstead (O-2). The environmental assessment of the proposed US 290 project will include an assessment of effects to the natural and human environment (including noise impacts, social impacts and impacts to businesses and recreational facilities). The proposed facility would be designed in full compliance of safety standards. The alternatives suggested by Mr. Ambuhl will be considered as the proposed project is developed further.

W-5 Barbee, Wayne: Mr. Barbee stated that he runs a business on US 290. He expressed support for the project, but objection to tolling.

Response: Mr. Barbee’s comments are noted. See response to Tony DeLeonardo (O-9).

W-6 Barnett, Deeanne: Ms. Barnett stated, “the traffic situation on Highway 290 is getting more and more congested and with the addition of I30, we must be proactive and provide additional roads and access. The only way to do this is through the toll roads without additional state/federal funds that we don’t have. Let’s get going before 290 stops moving.”

Response: Ms. Barnett’s comments are noted.

W-7 Benson, Patti: Ms. Benson stated that as proposed, the project is “overkill”. She expressed concern about potential effects on Manor businesses. She suggested that TxDOT consider adding “a lane right down the middle and add a lane to one side.” She asked that TxDOT “regroup all of this, redesign it and have another meeting.”

Response: Ms. Benson’s comments are noted. Her suggestion will be considered as the proposed project is developed further.

W-8 Carter, Bonnie, DVM: Dr. Carter stated she is “adamantly opposed to the toll road” and expressed appreciation for efforts to minimize impacts on existing development. She stressed the need to provide “ease of access” to businesses.

Response: Dr. Carter’s comments are noted. With regard to tolling, see response to Tony DeLeonardo (O-9).

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W-9 Cook, Lee: Mr. Cook stated the “proposed control of access will be eliminating our business parking lot exit” and requested that either the exit ramp be moved or the control of access line be adjusted.

Response: Mr. Cook’s comments are noted. His request will be considered as the proposed project is developed further.

W-10 Court, Wayne: Mr. Court requested information “about planned exist of 130 and all information in regards to FM 973 north of US 290.”

Response: By letter dated February 16, 2006, the Open Records Coordinator for the TxDOT Austin District replied to Mr. Court. The letter reiterated language on the comment form which states: “Any questions on this form will not be considered an open records request and will not be treated as such. If you have an open records request it must be submitted under a separate cover.”

W-11 Davis, Ron (Travis County Commissioner, Precinct 1): Commissioner Davis stated, “I still remain opposed to tolling existing free roadways within Precinct One and throughout Travis County including the US HWY 290 East proposed improvement project.” He further stated, “While I do not support tolling of free roadways, I am in support of providing added capacity to eastern Travis County highways, arterials and intersections connecting to major highways.” Commissioner Davis explained that he had “received numerous comments from residents in the University Hills neighborhood concerned about a closure of an existing exit onto US 290 just east of Berkman Drive.” He indicated that Travis County staff had contacted TxDOT and been informed that TxDOT does not plan to close the ramp. He then asked TxDOT staff to contact the University Hills Neighborhood Association to update them about the status of the ramp. Next, Commissioner Davis expressed concerns about “impacts of the proposed US 290 East improvements on the City of Manor.” He encouraged TxDOT and the City of Manor to work cooperatively to develop options that would “lessen the impact” on the City, and he volunteered County staff to assist with the effort. The Commissioner asked TxDOT to work with the Shadow Glen neighborhood “in coordinating future improvements to US 290 East”, he indicated “alternatives such as a possible alignment shift south of this neighborhood or depressed lanes should be discussed with area residents.” Finally, Commissioner Davis indicated that interchange locations shown at the public meeting were “correctly shown” per the CAMPO 2030 Transportation Plan. He explained that Travis County “has no plans to make added capacity improvements to Springdale Road.” He explained the County and the City of Austin “have funds to complete an upgrade of Tuscany Way connecting Ferguson Lane to US 290 East.” He also explained that ultimately Tuscany Way would be extended to Springdale Road, south of US 290, but funding has not been secured for the planned extension.

Response: Commissioner Davis’ comments are noted.

W-12 Duncan, JoAnne: Ms. Duncan asked “when will any possible changes [to flood elevations] be determined and will the public be notified?” She asked “how will [noise

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attenuation] be handled?" She also suggested "completing the merge lane at 290 and I35 from entrance ramp to Airport exit to allow more merging room." Finally, she stated she does not understand "the logic of making 290 toll from US 183 to FM 973" since traffic would still merge "into the same traffic at US 183 and I35."

Response: Ms. Duncan's comments are noted. Any changes to flood elevations would be determined during the design phase of the proposed improvements. Should changes be necessary, they would be compliant with laws, rules and regulations governing such actions and coordinated with the Travis County Floodplain Administrator. Regarding noise attenuation, see response to Julie Wasserman (O-23).

W-13 Duncan, Philip: Mr. Duncan stated, "as a resident of Shadow Glen, my greatest concern is the encroachment of the massive highway on our subdivision. This will impact our quality of life from the visibility of the toll road to increased noise of the traffic. We need a wall that is tall enough and constructed of such a material that it will greatly resolve these concerns."

Response: Mr. Duncan's comments are noted. Regarding noise, see response to Julie Wasserman (O-23).

W-14 Egger, Nancy: Ms. Egger stated, "I am writing to oppose the proposed expansion of the US 290 tollway to FM 973. The proposed expansion would cause the unlawful double taxation of Texas citizens. It would result in unwarranted taking of property from Manor home and business owners. It would devastate the local business community. Perhaps most importantly, it would destroy the sense of community in Manor, and create a town divided by concrete." She stated, "We will be forced to pay a toll for each trip on a highway that we have already paid many tax dollars to support. Even if these hardworking commuters choose the alternate four lanes of access road, we will be left in the same traffic predicament we currently face, while also suffering the many other consequences this proposed expansion brings." She stated, "expanding the toll road to bypass the actual town of Manor and land at the doorstep of many subdivision residents would destroy the quality of life for these recent home buyers. Because many of the newer homes have been built on the north side of Highway 290, this plan would create a town divided by wealth." Finally, she stated "she will work tirelessly to defeat this plan."

Response: Ms. Egger's comments are noted. With regard to tolling, please see response to Tony DeLeonardo (O-9). With regard to community cohesion effects, please see response to John Bode (O-13).

W-15 Ellzey, Jon: Mr. Ellzey expressed support for the proposed location of the Tuscan Way and Arterial A interchanges. He stated, "I look forward to the day the US 290 work is done and Springdale is no longer a major thoroughfare."

Response: Mr. Ellzey's comments are noted.

W-16 English, Trek: Mr. English inquired about the status of the environmental assessment. Expressing concern regarding existing conditions along Big Walnut Creek, Mr. English stated

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“since more and more impervious cover is proposed with this project, it is imperative that detention mitigation be seriously considered.” He indicated that the existing bridge over Walnut Creek is inadequate “to handle the amount of flood waters now coming down stream from the development that has taken place in the headwaters of Walnut Creek.” He indicated that “a redesign of this bridge with a location for regional detention is a top priority.” He noted a “low dip on US 290 East at this time causing a cannon-like noise when empty garbage trucks hit it at 65 MPH in the middle of the night” and asked TxDOT to “remedy the problem in the near future.” Citing a variety of reasons (safety, economic, traffic diversion and environmental), Mr. Trek stated “the proposed overpass and the Arterial A road need to be abolished for many reasons.” Finally, Mr. Trek stated “the environmental and economic impacts from the proposed improvements to US 290 East will have enormous detrimental effects. Extending the speedway beyond SH 130 should not be considered.”

Response: Mr. English’s comments are noted and his suggestions considered as the proposed project is developed further. An environmental assessment is now being prepared for the proposed US 290 East improvements. The need for additional detention and hydraulic improvements will be evaluated as the proposed project is developed further.

W-17 Flores, Cynthia: Ms. Flores stated “don’t toll the existing highway.” She suggested tolling the frontage roads rather than the main lanes.”

Response: Ms. Flores’ comments/suggestion are noted and will be considered as the proposed project is developed further.

W-18 Frenzel, Reinhard: Mr. Frenzel stated he is “vehemently opposed to any improvements to US 290 East, going east past SH 130.” He also stated “the design of the electronic tolling, as currently proposed, would force interregional traffic, such as traffic coming from Houston, to exit US 290 East, before FM 973, and take the frontage non-toll lanes, for lack of toll tags on their vehicles.”

Response: Mr. Frenzel’s comments are noted. With regard to the proposed ETC system, please see response to xxxxxxx (to be provided by district staff).

W-19 Fried, Donald: Mr. Fried stated, “I strongly object to any change to the proposed design that would put a cross-over intersection at Springdale Road.”

Response: Mr. Fried’s comments are noted.

W-20 Fried, Hilda: Ms. Fried stated, “I wish to add my name to the many others who are objecting to the making of Springdale Road a major artery of transportation.”

Response: Ms. Fried’s comments are noted.

W-21 Fried, Renae: Ms. Fried stated, “please do not put a crossover at Springdale Road and 290 when 290 is expanded – my children’s safety and quality of life will be greatly diminished.”

Response: Ms. Fried's comments are noted.

W-22 Fried, Rhonda: Ms. Fried stated, "I strongly object to any plan for a crossover intersection at Springdale Road."

Response: Ms. Fried's comments are noted.

W-23 Garner, Chuck: Mr. Garner indicated that drivers who choose to use the non-tolled frontage roads rather than the tolled mainlanes "would not be able to travel the same roads at the same speeds. The access roads have reduced speeds and more intersections. This is not having what we have now."

Response: Mr. Garner's comments are noted.

W-24 Giddens, Clint: Mr. Gidden stated, "I object to the 290 upgrade. I believe this will destroy the value of my property." He encouraged TxDOT to consider options that wouldn't disturb the growth of Shadow Glen and the City of Manor.

Response: Mr. Giddens' comments are noted.

W-25 Gunlock, David: Mr. Gunlock stated that he objects "to making US 290 into a toll road at all." He stated that the proposed project would "certainly divide Manor and wipe out 50% of the sales tax revenue" generated by local businesses. He suggested considering options either north of Manor or to the south along the Austin and Northwestern rail line, "if we must have a toll road." Finally, he encouraged TxDOT to "listen to the people."

Response: Mr. Gunlock's comments are noted and his route suggestions will be considered as the proposed project is developed further. With regard to community cohesion and economic effects, please see response to Mr. John Bode (O-13).

W-26 Gunlock, Joann: Ms. Gunlock stated the "proposed improvements would greatly harm Manor." She suggested two possible route alternatives – one utilizing the "previously planned extension of Parmer Lane to go around south of Manor" and the other utilizing "part of Old Highway 20 and the railroad easement" south of the City.

Response: Ms. Gunlock's comments are noted and her route suggestions will be considered as the proposed project is developed further.

W-27 Hawthorne, Doreen: Ms. Hawthorne requested an on-ramp and an exit-ramp, but did not specify a location.

Response: Ms. Hawthorne's comments are noted.

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W-28 Hutchinson, Frank III: Mr. Hutchinson requested that TxDOT enter into dialogue with residents of the Shadow Glen neighborhood so that they may “understand exactly what impact the proposed expansion of right-of-way would have on our golf course.” He also asked TxDOT to consider a crossover point at Lexington Blvd.”

Response: Mr. Hutchinson’s comments/suggestion are noted and will be considered as the proposed project is developed further.

W-29 Hutton, Dallas: Mr. Hutton requested a copy of the public meeting transcript, stating the request was made “under the Public Information Act.”

Response: By letter dated February 16, 2006, the Open Records Coordinator for the TxDOT Austin District replied to Mr. Hutton. The letter informed him that the public meeting transcript was expected to be complete and available to the public by March 15, 2006, and once available a copy would be made available to him for the actual cost of reproduction.

W-30 Jensen, Larry: Mr. Jensen stated, “I would appreciate it if in the next meeting there are three or four options to which the people and businesses affected could choose from to make a wise decision.” He indicated that, as proposed, the improvements are “overkill”. He further stated, “I can understand the idea of acquiring land now, but not building the roads now.”

Response: Mr. Jensen’s comments are noted.

W-31 Kass, James: Mr. Kass expressed opposition to tolling. He indicated that improving US 290 as a non-tolled road would eliminate the need for and save the cost of frontage roads. He suggested keeping “the ramps at 183 and 130 on the ground,” stating “they cost less and are usable during ice storms.” Finally, he stated that he does not “want a toll road account to manage to use the sensors.”

Response: Mr. Kass’ comments/suggestions are noted and will be considered as the proposed project is developed further. With regard to tolling, please see response to Tony DeLeonardo (O-9).

W-32 Koehler, Mark:: Mr. Koehler stated, “I am opposed to the planned extension to the US 290 East toll way past SH 130” and “I am much more in favor of your original plan of improving US 290 only between US 183 and SH 130.” Mr. Koehler indicated that the project would “cause irreversible damage to the community and current businesses, which the town depends on.” He cited socio-economic concerns and “division” of the community as the basis for his concern. He stated, “at most, I would suggest adding one additional lane in each direction on the section of US 290 from SH 130 to FM 973. . . If the stoplights are the problem, then build one or two underpasses, so that the highway traffic doesn’t have to stop.” Finally, he stated that tolling “of the highway should not begin until SH 130 going westward.”

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Response: Mr. Koehler's comments/suggestions are noted and will be considered as the proposed project is developed further. With regard to community cohesion and economic effects, please see response to John Bode (O-13).

W-33 Markert, Rodney: Mr. Markert expressed concern for impacts to the Shadow Glen neighborhood and golf course. He asked, "can't a few lanes and bridges be added to 290 to reduce congestion? Similar to what was done with Hwy 183 between MoPac and Hwy 620?" He stated "the toll road is overkill" and asked TxDOT to consider "a less pervasive expansion of 290 through Manor."

Response: Mr. Markert's comments are noted and his design suggestions will be considered as the proposed project is developed further.

W-34 Martinez, Hector: Mr. Martinez questioned the need for the proposed improvements, stating the traffic surveys "are wrong". He stated, "all you need is two more lanes – one in each direction" for a total of six lanes. Mr. Martinez suggested consideration of counter-flow (reversible) lanes where by four lanes would accommodate traffic traveling westbound into Austin in the mornings (leaving two lanes to accommodate eastbound traffic) and the number of lanes being reserved in the evenings.

Response: Mr. Martinez' comments are noted and his suggestion will be considered as the proposed project is developed further.

W-35 Martinez, Martha: Ms. Martinez stated, "I see the need for the expansion although I do not agree to toll roads." She suggested consideration of the "alternative that will acquire the most undeveloped land before cutting through new construction." She suggested "access to Shadow Glen Blvd." and consideration of a "commuter lane each way . . . It works in California where traffic is worse."

Response: Ms. Martinez' comments are noted and her suggestions will be considered as the proposed project is developed further.

W-36 McAfee, Mark: Mr. McAfee expressed concern about the proposed location of interchanges and the effects that changes in access/traffic patterns would have on his business. He supports maintaining Springdale Road as a crossover point.

Response: Mr. McAfee's comments are noted and will be considered as the proposed project is developed further.

W-37 Michaels, Angela: As a resident of the Walnut Place neighborhood, Ms. Michaels stated, "I am highly supportive of the current plan for Hwy 290" particularly proposed interchange locations (crossings at Tuscany Way and Arterial A, and no crossing at Springdale Road.) She requested "significant noise mitigation" for neighborhoods.

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Response: Ms. Michaels' comments are noted. Regarding noise mitigation, please see response to Julia Wasserman (O-23).

W-38 Mick, Sabra: Ms. Sabra stated, "I am strongly opposed to the toll road scheduled for Hwy 290" and "this will kill most of our commercial revenue and dissuade prospective businesses from locating in Manor."

Response: Ms. Mick's comments are noted. Regarding tolling, please see response to Tony DeLeonardo (O-9). With regard to economic effects, please see response to John Bode (O-13).

W-39 Mills, Christine: Ms. Mills expressed opposition to toll roads. She stated, "the government has no money and citizens have no money. Excess driving is over." She indicated that other than during peak periods, "traffic is easy moving." She stated, "TxDOT has all that money to waste on new toll roads but no penny to fix the intersection of HWY 71 and 973." She questioned the validity of an (unidentified) survey being conducted in Manor. Finally, she commented "our paid highway system should not be financing the TTC – the mother downfall for Texas."

Response: Ms. Mills' comments are noted. Regarding tolling, please see response to Tony DeLeonardo (O-9). The proposed Trans-Texas Corridor is outside the scope of and unrelated to the proposed US 290 improvements.

W-40 Mills, Larry: Mr. Mills noted that the "proposed schematic looks good" except in the vicinity of FM 973. In this area, Mr. Mills suggested that the frontage road be extended to the entrance of Shadow Glen rather than dead-ending. He also indicated the 45 MPH design speed on the frontage roads would "force people that need to get somewhere on time to use Toll Lanes. Therefore, people will have less in the future than they do now." He also stated, "I am not against the concept of tolls roads to provide transportation solutions as long as toll money stays within the State and the system is not sold or leased to a foreign entity."

Response: Mr. Mills' comments are noted. His suggestion to extend the frontage road will be considered as the proposed project is developed further.

W-41 Milstead, William: Mr. Milstead indicated that providing an interchange at Tuscany Way rather than Springdale Road will aggravate area traffic patterns.

Response: See response to Mr. Milstead's oral comments (O-2).

W-42 Montoya, Cindy: Ms. Montoya expressed opposition to tolling. She stated that traffic on US 290 "would be a lot better just by making it 3 lanes."

Response: Ms. Montoya's comments are noted. Regarding tolling, see response to Tony DeLeonardo (O-9).

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W-43 Moore, Jimmie: Mr. Moore suggested constructing the proposed improvements “below ground level” within the existing right-of-way. He stated, “in the event that the Texas Department of Transportation decides against the below ground solution, it seems that curving the proposed 290 toll way could still preserve the golf course, Shadow Glen community entrance, etc.” He stated, “I look forward to the proposed 290 toll road” and “I do not believe simply adding a 3rd lane in each direction will solve the current and projected future traffic congestion.” Finally, Mr. Moore asked TxDOT to “make every effort to keep the speed limit at 60 MPH” on the frontage roads.

Response: Mr. Moore’s comments are noted and his suggestions will be considered as the proposed project is developed further.

W-44 Morris, Paul: Mr. Morris indicated that the right-of-way at the US 290/SH 130 interchange had already been acquired and asked, “could the very first phase of this project be to add through lanes to the US 290 and SH 130 intersection for the US 290 traffic?”

Response: Due to the preliminary nature of planning for the proposed project, to date, a construction phasing plan has not yet been developed. Should the proposed project advance to construction, phasing would occur in a manner that minimizes inconvenience to the public while maximizing efficiency in work progress.

W-45 Moser, Mike/Callaway, Bekki: The commentators expressed opposition to “any routing that impacts the [Shadow Glen] golf course and the associated housing development.” They expressed concerns about dividing the city and impacts to property values and Manor tax base.

Response: Mr. Moser’s and Ms. Callaway’s comments are noted. The environmental assessment will include an assessment of project-related impacts on the human and natural environments such as those mentioned by the commentators.

W-46 Nguyen, Andy: Mr. Nguyen stated, “I am against the proposal since I have my business on 290.”

Response: Mr. Nguyen’s comments are noted.

W-47 Norwood, Carla: Mrs. Norwood stated, “the traffic problems on Hwy 290 started when stop lights were put in where they were not yet needed” and “the lights, not the traffic, caused the congestion.” She explained there is no place in Manor to do grocery shopping. She stated, “I won’t drive on a toll road to get to Austin. . . But I won’t drive on a frontage road with stoplights to do that shopping. So I will continue to shop in Taylor . . . or in Hutto.” She stated, “people without toll road stickers will have to drive on the frontage roads to get through Manor. How many people from Houston are going to appreciate that?” She stated, “the toll road stopping in Manor would be wonderful for Manor. The toll road stopping past Hwy. 973 will leave Manor an island.” Finally, she explained her “husband’s business relies on people coming out to the New Sweden Community to see him” and asked “what is this going to cost us?”

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Response: Ms. Norwood's comments are noted. Regarding tolling, see response to Tony DeLeonardo (O-9).

W-48 Peterson, Richard: Mr. Peterson expressed support for a crossover at Lexington. He expressed support for a modification of the northern alternative presented at the public meeting ("use north plan through Manor; at hotel, immediately transition to south plan to reduce impact on golf course . . ."). And, he suggested keeping the "crossover at Springdale Road or, if Tuscany Way must be used, connect it via south extension to Springdale Road."

Response: Mr. Peterson's comments are noted and his suggestions will be considered as the proposed project is developed further.

W-49 Ramirez, Fred and Julie: The Ramirez's stated that the proposed improvements are overkill and "would hurt our tax base, businesses and look tacky." They expressed concern for impacts to the Shadow Glen neighborhood and associated development. They questioned the need for the proposed improvements and suggested the addition of one lane in each direction (rather than the proposed improvements.) Finally, they stated, "we do not need toll roads."

Response: The Ramirez's comments are noted and their suggestion will be considered as the proposed project is developed further. With regard to economic effects, see response to John Bode (O-13).

W-50 Rarnlow, Brenda: Ms. Rarnlow stated, "of the options presented at the meeting, I would prefer the more southern planned route with adequate compensation to those businesses that would be displaced so they could relocate and build new facilities." She noted the need for future access to/from the Shadow Glen neighborhood. She stated, "the city of Manor should work with the DOT and CAMPO to develop a plan for easy access across 290 from the north and south sides to the schools, as well as, future transportation into Austin." Finally, she suggested construction of a bypass to connect US 290 with SH 130 in the vicinity of FM 973.

Response: Ms. Rarnlow's comments are noted and her suggestions will be considered as the proposed project is developed further.

W-51 Reeder, Gene: Mr. Reeder questioned whether construction priorities had been established to ensure that Tuscany Way improvements, identified in the CAMPO 2030 Transportation Plan (project identification number TUS-01-1), would be complete prior to terminating Springdale Road crossover access at US 290. He provided traffic data for Springdale Road.

Response: Construction of the proposed US 290 improvements would be phased in a manner that minimizes disruption of traffic and inconvenience to the public. Further, development of the proposed project would be coordinated, as appropriate, with other planned projects in eastern Travis County.

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W-52 Schmalzried, Gerald: Mr. Schmalzried stated, "while I applaud the efforts of the Department of Transportation and CAMPO to convert US 290 to a freeway between US 183 and FM 973, I strongly oppose the collection of any tolls." Mr. Schmalzried listed four specific reasons for his opposition.

Response: Mr. Schmalzried's comments are noted. Regarding tolling, see response to Tony DeLeonardo (O-9).

W-53 Shive, James: Mr. Shive emphasized that "US 290 East should not be a toll road." He expressed objection to the use of ETC "that would allow all types of tracking by any agency." Mr. Shive noted several concerns about the proposed design including "lack of a bridge for Springdale Road" and lack of turn lanes on the frontage roads. He also questioned the need for a 50-foot median between the main lanes, stating "this space could provide for two more lanes and expanded future capacity."

Response: Mr. Shive's comments are noted and his concerns about the proposed design will be considered as the proposed project is developed further. Regarding tolling, see response to Tony DeLeonardo (O-9).

W-54 Skubiata, Wayne: Mr. Skubiata stated, "toll road is hard to imagine" and "might hurt Austin Common Commerce." Mr. Skubiata indicated the public does not understand the extent of growth expected in the Manor area. He stated, "if everyone was truly informed on the growth, maybe the private highway companies and the public could prosper."

Response: Mr. Skubiata's comments are noted.

W-55 Taylor, Steve: As a representative of Applied Materials, located at 9700 Hwy 290 East and employer of over 3,000 people, Mr. Taylor made several design suggestions aimed at maintaining and/or improving access to and from its manufacturing facility.

Response: Mr. Taylor's comments are noted and his suggestions will be considered as the proposed project is developed further. The design presented at the public meeting is preliminary and subject to change. Prior to finalizing the design, project planners will evaluate the location of interchanges and other access points and, if determined appropriate, modify the design to maximize efficiency.

W-56 Thoresen, Joyce: Ms. Thoresen transmitted a resolution passed by the Walnut Place Neighborhood Association supporting "design, funding and construction of Arterial A, and/or other equally effective routes, as an alternative to Springdale road north of US 290 East." The resolution also documents the Association's opposition to an interchange at Springdale Road and support for interchanges at Tuscany Way, Arterial A and Crosspark.

Response: The Association's comments are noted and will be considered as the proposed project is developed further.

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W-57 Thoresen, Joyce: Ms. Thoresen expressed support for the lack of an interchange at Springdale Road, stating this “will improve the safety of our neighborhood.” She also expressed support for proposed Arterial A.

Response: Ms. Thoresen’s comments are noted; however, construction of proposed Arterial A is outside the scope of the US 290 East improvements.

W-58 Thoresen, David: Mr. Thoresen requested that “the current proposed intersection configuration at Springdale Road and US 290 East be retained with no crossover at that intersection.” Mr. Thoresen also requested that the Walnut Place neighborhood have the “same access to cross Hwy 183 at US 290 East as we currently have.”

Response: Mr. Thoresen’s comments are noted and will be considered as the proposed project is developed further.

W-59 Townsend, Kim: Ms. Townsend questioned why the proposed improvements terminated at FM 973 rather than the Elgin city limits. Further, she stated, “if 12’ lanes are necessary, why not diamond lane and toll the center four lanes (70 mph) with median and 4 lanes for 55 mph leaving four for local and frontage.”

Response: Ms. Townsend’s comments are noted and will be considered as the proposed project is developed further.

W-60 Turpin, Kristen: Ms. Turpin stated that she is one of the few Manor residents not opposed to the proposed improvements; however, she left the meeting “feeling helpless and uneducated.” She suggested that the format of public meetings be reviewed and PowerPoint and other communications tools incorporated into project presentations. Ms. Turpin stated, “the facilitator, John Hurt, very much offended my family as we listened to speakers in the public comment section.” She identified this as her largest concern and cited specific examples. She stated, “Mr. Hurt definitely challenged my trust and belief in your organization due to his behavior.”

Response: Ms. Turpin comments are noted.

W-61 Young, Debbie: Ms. Young stated the proposed improvements are “overkill and not acceptable.” In lieu of the proposed improvements, Ms. Young suggested constructing “overpasses at the existing red lights and future growth intersections,” the addition of two to four lanes to the existing roadway, or by-passing Manor. She stated, “these alternatives are less expensive, will have less of an environmental impact and less impact on the already economically disadvantaged community of Manor.”

Response: Ms. Young’s comments are noted and her suggestions will be considered as the proposed project is developed further.

SUMMARY OF COMMENTS

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Thirty speakers presented comments during the public comment portion of the meeting. In addition, 62 written comments were received (with one being illegible). Five individuals submitted comments twice; thus, comments were received from a total of 87 commentors.