
Draft Public and Agency Coordination Plan
for the Oak Hill Parkway



OAK HILL
P A R K W A Y

U.S. Highway 290 (US 290) / State Highway (SH)
71 West from State Loop 1 (Mopac) to Ranch-to-
Market (RM) 1826
Travis County, Texas



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ACRONYMS AND ABBREVIATIONS

CAMPO	Capital Area Metropolitan Planning Organization
Capital Metro	Capital Metropolitan Transportation Authority
CSD	Context Sensitive Design
DEIS	Draft Environmental Impact Statement
EIS	Environmental Impact Statement
EPA	U.S. Environmental Protection Agency
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FM	Farm-to-Market Road
LCRA	Lower Colorado River Authority
Mobility Authority	Central Texas Regional Mobility Authority
Mopac	State Loop 1
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
NOI	Notice of Intent
NRCS	Natural Resources Conservation Service
OHBPA	Oak Hill Business and Professional Association
RM	Ranch-to-Market Road
ROD	Record of Decision
SH	State Highway
SL	State Loop
TCEQ	Texas Commission on Environmental Quality
THC	Texas Historical Commission
TIP	Transportation Improvement Program
TPWD	Texas Parks and Wildlife Department
TXDOT	Texas Department of Transportation
US	U.S. Highway

USACE	U.S. Army Corps of Engineers
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service

SECTION 1

PURPOSE OF THE COORDINATION PLAN

1.1 INTRODUCTION

In an effort to provide more efficient environmental reviews for project decision making, 23 United States Code - Section 139 (23 U.S.C. § 139), implemented the development of a coordination plan for all projects for which an Environmental Impact Statement (EIS) is prepared under the National Environmental Policy Act (NEPA) of 1969.

1.2 PURPOSE OF THE COORDINATION PLAN

The purpose of a Coordination Plan (Plan) is to coordinate public and agency (Federal Lead, Joint Lead, Cooperating, and/or Participating) participation and comment during the environmental review process associated with the preparation of an environmental impact statement (EIS) for the US 290/SH 71 West roadway in Travis County, Texas. The Plan integrates The National Environmental Policy Act of 1969, as amended (NEPA), and regulations and statutes with other environmental review and consultation requirements in order to reduce delay in the environmental review process.

This Plan has been prepared in collaboration with the Texas Department of Transportation (TxDOT), the Central Texas Regional Mobility Authority (Mobility Authority) and the Federal Highway Administration (FHWA) and consists of the following sections:

- Section 1. Purpose of the Coordination Plan
- Section 2. Initial Coordination—Participating and Cooperating Agencies
- Section 3. Proposed Project Schedule and Approach
- Section 4. Issues Resolution Process

In addition, a draft *Community Engagement and Public Involvement Coordination Plan* is included in **Appendix B**. The Plan for the US 290/SH 71 West project is preliminary, and is subject to change based on the input of the Federal Lead Agency (FHWA), Joint Lead Agencies (TxDOT and Mobility Authority), and Participating and Cooperating entities. The preliminary schedule for completion of the environmental review process is included as Table 2 of this document.

1.3 PROJECT OVERVIEW

An EIS is being initiated to study improvements to U.S. Highway (US) 290 / State Highway (SH) 71 West from State Loop 1 (Mopac) to Ranch-to-Market (RM) 1826 in Travis County, Texas. The project limits are shown on Figure 1. FHWA, TxDOT, and the Mobility Authority will be soliciting comments from the public and cooperating and participating agencies regarding the need and purpose for the proposed project, project alternatives, methods to be used in evaluating the alternatives, and the level of detail required in the analysis of each alternative.

The FHWA, TxDOT, and the Mobility Authority propose to improve US 290 / SH 71 from Mopac to RM 1826 in Travis County, Texas. The proposed action is included in the Capital Area Metropolitan Planning Organization's (MPO), CAMPO 2035 Regional Transportation Plan, as an added capacity, tolled facility with non-tolled access roads. The CAMPO 2035 Regional Transportation Plan was locally adopted by the Transportation Policy Board on May 24, 2010. The proposed action is also included in the MPO's fiscal year 2011 – 2014 Transportation Improvement Program (TIP) as an added capacity, tolled facility. The TIP with amendments was adopted on July 11, 2011. Although identified in both of these plans as a tolled facility, a non-tolled alternative will be analyzed in the EIS.

The proposed Project Corridor is approximately 3.6 miles along US 290 and 1.2 miles along SH 71. The project would primarily serve commuters and residents of southwest Austin, Oak Hill, southwestern Travis County, northern Hays County and Dripping Springs traveling to and from the City of Austin. Seton Southwest Hospital, Austin Community College – Pinnacle Campus, Freescale Semiconductors Inc. Corporate Headquarters, Small Middle School and many strip centers and smaller businesses lie adjacent to the project corridor. Numerous housing developments are also present along the current facility.

The existing facility is comprised of several functional classifications of roadways. SH 71 from the northwest and US 290 from the west converge at a junction, locally known as the "Y," and continue concurrently to Mopac and further east. US 290/SH 71 between Mopac and just west of Old Fredericksburg Road is a six-lane urban freeway section with four- to six-lane frontage roads. There are direct connector ramps connecting US290/SH 71 main lanes to the Mopac main lanes. The US 290/SH 71 main lanes are grade-separated at intersections with the frontage roads at Monterey Oaks Boulevard and Old Fredericksburg Road. Between Old Fredericksburg Road and Joe Tanner Lane, US 290/SH 71 transitions from the freeway/frontage road facility to a five-lane urban highway with a mix of curb-and-gutter and roadside ditch sections. This five-lane section continues to just east of the SH 71 junction and includes signalized intersections at Joe Tanner Lane and William Cannon Drive.

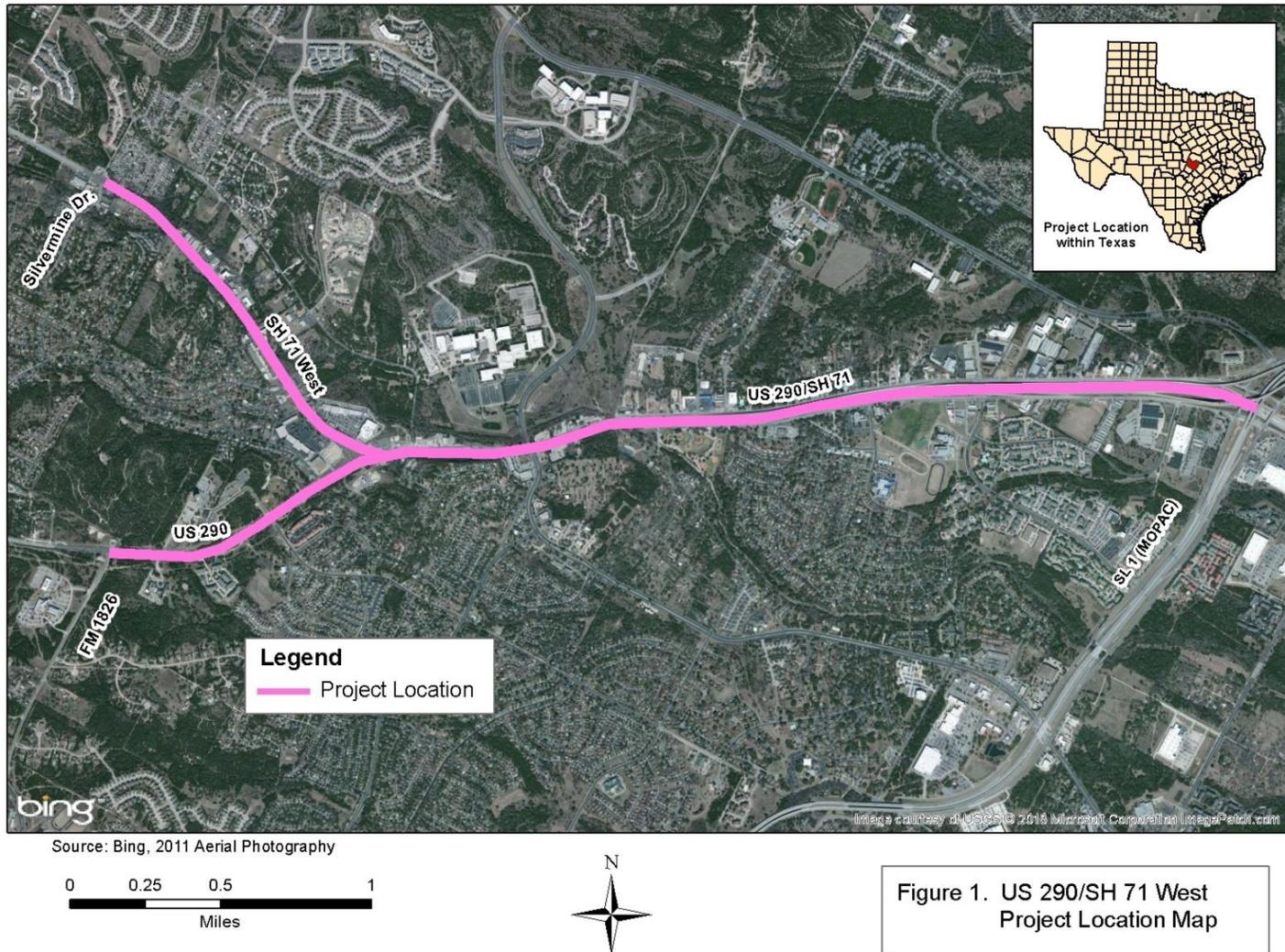


Figure 1. Project Location Map

At the “Y,” there is a signalized intersection and US 290 has a four-lane divided configuration with an open ditch median. West of the SH 71 junction, US 290 is a four-lane undivided section with left turn bays at Convict Hill Road, the entrance to Oak Hill United Methodist Church, and RM 1826. Signalized intersections are located at Convict Hill Road, driveways to Austin Community College/Oak Hill Methodist Church, and RM 1826.

Northwest of its junction with US 290, SH 71 is a four-lane undivided urban highway with roadside ditches. There are left turn lanes at some intersections and signalized intersections at the retail shopping center just northwest of US 290 and at Silvermine Drive. The four-lane section transitions to a five-lane section just southeast of Silvermine Drive. Improvements are planned at five US 290 West intersections in the Oak Hill area: Joe Tanner Lane, William Cannon Drive, SH 71, Convict Hill Rd., and RM 1826. These improvements have undergone NEPA review and are scheduled to be constructed with or without the construction of the proposed project and will become a component of the No-Build Alternative.

1.4 PURPOSE AND NEED STATEMENT

The purpose and need of a project helps define what transportation needs exist within the corridor and how a project can meet those needs now and in the future. Transportation needs are based on both existing and future (2035) conditions. Problem definition is one of the first steps required by the NEPA. Defining the problem helps to determine the range of alternatives that address those needs.

The development of the purpose and need statement is based on the technical evaluation of existing transportation data, along with input from cooperating and participating agencies and the public. The FHWA Technical Advisory T 6640.8A, Guidance for Preparing and Processing Environmental and Section 4(f) Documents (1987), provides guidance on establishing the purpose of and need for a project.

The purpose and need is in development and will be further refined during the public and agency scoping process. Preliminarily, the proposed project’s purpose includes improving mobility and reducing congestion within the project corridor.

The purpose and need statement will be prepared in draft form by the project team, in coordination with FHWA, TxDOT, and the Mobility Authority as part of the development of this coordination plan. This document will be circulated to agencies who are invited to be cooperating and participating agencies, and the purpose and need will be reviewed with these agencies during several agency scoping meetings anticipated in fall 2012. The document will also be provided to the Community Advisory Group members. The draft purpose and need will be discussed during Scoping Meeting No. 1 scheduled for November 2012, and will be created based on public and agency comment.

1.5 PROJECT HISTORY

Proposed improvements were originally considered in a Final Environmental Impact Statement (FEIS) covering improvements to SH 71/US 290 from RM 1826 to Farm-to-Market (FM) 973. A Record of Decision (ROD) was issued by FHWA on August 22,

1988. The mid-section of the original project limits, between Joe Tanner Lane and Riverside Drive, has been constructed. Since the issuance of the ROD, changes in adjacent land use, State and Federal listing of the Barton Springs salamander as endangered, changes in funding mechanisms, and public input have resulted in changes in new proposed design concept. This coordination plan is part of the EIS that will be developed to evaluate potential impacts for improvements to US 290/SH 71 West from Mopac to RM 1826.

In terms of the project history, the original FEIS has been reevaluated four times and environmental and traffic related studies and reports, as well as public involvement activities have continued since the issuance of the ROD. A brief project history for US 290/SH 71 West follows.

May 12, 1992 - Reevaluation of the 1988 FEIS was conducted focusing on Brodie Lane to South Congress Avenue.

June 24, 1995 - Reevaluation of the 1988 FEIS was conducted focusing on Williamson Creek to Brodie Lane and from South Congress Avenue to Woodward Street.

May 18, 1999 - Reevaluation of the 1988 FEIS was conducted focusing on the IH35/US 290/SH 71 interchange.

March 6, 2002 – Reevaluation of the 1988 FEIS was conducted focusing on Burleson Road to Riverside Drive.

July 12, 2004 - The Capital Area Metropolitan Planning Organization (CAMPO), the designated metropolitan planning organization for the greater-Austin area, approved amendments to their 2030 regional transportation plan. Under the CAMPO amendments, the portion of the US 290/SH 71 project from west of RM 1826 to east of Williamson Creek would be tolled.

June and July 2005 – TxDOT conducted neighborhood Open Houses where a final “TxDOT Design” for US 290/SH 71 from RM 1826 to east of Williamson Creek was presented. Public input on the project during these meetings resulted in several design changes to better serve the citizens of Austin and the traveling public.

November 16, 2005 – In a letter to TxDOT and FHWA; SOS, Save Barton Creek Association, South Windmill Run Neighborhood Association, Austin Group of Sierra Club and the Texas Public Interest Research Group jointly requested that a full EIS be completed for the US 290 /SH 71 West project that included the TxDOT design as well as a design that was created by individuals involved in these groups.

April 18, 2006 – Fix290, Oak Hill Association of Neighborhoods (OHAN), Oak Hill Business and Professional Association (OHBPA), with assistance from the City of Austin created a *Context Sensitive Design - Proposed Highway Plan for the Oak Hill "Y"* following Principles of Context Sensitive Design as described by FHWA. This CSD proposal presented a parkway design concept for US 290 through the “Y” in Oak Hill.

March and April 2006 – TxDOT conducted meetings with project stakeholders including Fix290 and affiliates.

May 2006 – TxDOT conducted CSD Open House Meetings.

April - July 2007 – Four groups, OHAN, OHBPA, Fix 290 and Consensus 290, drafted a letter to TxDOT dated April 4, 2007, indicating their commitment to “convening a summit involving stakeholder groups to comment on and develop a community response” to different design options being prepared by TxDOT. The Center for Public Policy Dispute Resolution at the University Of Texas School Of Law provided facilitation services for the Highway 290W design process. A total of seven facilitated meetings were conducted. No consensus was reached during the mediation.

November 30, 2007 – In a letter to TxDOT, FHWA described that a Supplemental EIS would be the most appropriate document to prepare for the US 290 / SH 71 West project as opposed to a reevaluation of the 1988 FEIS.

August 15, 2008 – A Notice of Intent (NOI) was published in the Federal Register announcing TxDOT’s intent to prepare a limited-scope SEIS for US 290/SH 71 West through Oak Hill.

July 9, 2012 – A rescission of the 2008 NOI to prepare a limited-scope SEIS for US 290/SH 71 West through Oak Hill, was published in the Federal Register.

July 20, 2012 - A rescission of the 2008 NOI to prepare a limited-scope SEIS for US 290/SH 71 West through Oak Hill, was published in the State Register.

Due to the changes in adjacent land use, State and Federal listing of the Barton Springs salamander as endangered, changes in funding mechanisms, and public input that have resulted in changes in the proposed design concept, a limited scope SEIS is no longer the correct document to produce. Therefore, a new EIS will be completed to evaluate potential impacts from the proposed improvements to US 290/SH 71 West.

October 9, 2012 – An NOI was published in the Federal Register announcing TxDOT’s intent to prepare a new EIS for US 290/SH West through Oak Hill.

October 19, 2012 - An NOI was published in the Texas Register announcing TxDOT’s intent to prepare a new EIS for US 290/SH West through Oak Hill.

SECTION 2

INITIAL COORDINATION

2.1 COORDINATION PLAN

This Coordination Plan was developed at the beginning of the project, and will continue to be updated as the project progresses. The Coordination Plan has been developed in consultation with FHWA, TxDOT, and the Mobility Authority.

2.2 NOTICE OF INTENT

In early October 2012, FHWA, TxDOT, and the Mobility Authority published a NOI to prepare an EIS for the proposed project. The NOI, as required by the NEPA process, initiates the scoping process for all EISs. The NOI provides a short project description, the proposed action, and preliminary alternatives. The NOI also describes the scoping process, project schedule, and includes the name, address and phone number of a contact person.

2.3 IDENTIFICATION OF LEAD, JOINT LEAD, PARTICIPATING, AND COOPERATING AGENCIES, AND THEIR ROLES AND RESPONSIBILITIES

23 U.S.C. § 139 requires identification of lead, cooperating, and participating agencies in the development of an EIS. For the US 290/SH 71 West project, the lead Federal agency is the Texas Division of the FHWA. FHWA, in coordination with TxDOT and the Mobility Authority, developed the list of agencies to be named as participating and cooperating agencies. FHWA, TxDOT and the Mobility Authority must identify and involve participating agencies, develop the coordination plan, provide opportunities for public and participating agency involvement in defining the purpose and need and determining the range of alternatives, and collaborate with participating agencies in determining methodologies and the level of detail for the analysis of alternatives. In addition, lead agencies must provide oversight in managing the environmental documentation process and resolving issues. The list of lead, joint lead, cooperating, and participating agencies invited is provided in Table 1.

Federal Lead Agency: The FHWA is the U.S. Department of Transportation agency responsible for the NEPA analysis and independent review of the EIS. The FHWA will ensure that the lead agencies (TxDOT and the Mobility Authority) comply with all design and mitigation commitments in the Record of Decision.

Joint Lead Agency and Project Sponsor: TxDOT is the joint lead agency/project sponsor. As the direct recipient of federal funds, TxDOT is a joint lead agency. The

“project sponsor” is defined as the agency or other entity, including any private or public-private entity, which seeks approval of the U.S. Department of Transportation for a highway project. In this case, TxDOT is responsible for conducting and producing the required environmental and engineering studies, producing the environmental document, and assisting the FHWA with involving the public in implementing its NEPA procedures. TxDOT is also responsible for identifying and contacting participating and cooperating agencies and collaborating with agencies to determine methodologies and the level of detail to be used in the analysis of alternatives. TxDOT must provide oversight in managing the process and resolving issues.

Joint Lead Agency: The Mobility Authority is a joint lead agency. The Mobility Authority will assist FHWA and TxDOT with decisionmaking and approvals at various points in the project development process. The Mobility Authority will review technical studies, provide technical guidance, and assist FHWA and TxDOT with procedural requirements conducted as part of the EIS process.

Cooperating Agencies: As shown in Table 1, certain federal agencies having jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative are designated as cooperating agencies. A State or local agency of similar qualifications may, by agreement of the lead agencies, also become a cooperating agency. Cooperating agencies are also “participating agencies” (agencies with an interest in the project), but have a higher degree of authority, responsibility, and involvement in the environmental review process than do participating agencies that are not also cooperating agencies. Cooperating agencies are permitted to “assume on request of the lead agency responsibility for developing information and preparing environmental analyses including portions of the EIS concerning which the cooperating agency has special expertise.” In addition, “a cooperating agency may adopt without recirculating the EIS of a lead agency when, after an independent review of the EIS, the cooperating agency concludes that its comments and suggestions have been satisfied.” This provision is important to permitting agencies, such as the U.S. Army Corps of Engineers, who as cooperating agencies routinely adopt USDOT environmental documents. As agencies accept the invitation to be cooperating agencies, they will be listed as accepting and their response letters will be placed in Appendix A.

Participating Agencies: As shown in Table 1, Federal, State, tribal, regional, or local governmental agencies that may have an interest in the project were invited to serve as participating agencies. Agencies receiving invitations may accept or decline the invitation. The roles and responsibilities of these agencies include, but are not limited to:

- Participating in the NEPA process starting at the earliest possible time, especially with regard to the development of the statement of need and purpose, range of reasonable alternatives, analytical methodologies, and the level of detail for the analysis of reasonable alternatives;
- Identifying, as early as practicable, any issues of concern regarding the project’s potential environmental or socioeconomic impacts; participating agencies also may participate in the issue resolution process;

- Providing meaningful and timely input on unresolved issues; and
- Participating in the scoping process; the scoping process was designed so that agencies whose interest in the project surfaces during the initial scoping activities are invited to participate and continue to have an opportunity for involvement throughout the EIS process.

Public and Non-Governmental Organizations: Public and non-governmental organizations that may have an interest in the project will be invited to participate in the public involvement process for the project, including participation at public meetings and the public hearing, and review and comment on the Draft EIS.

Table 1. List of Invited Lead, Joint Lead, Cooperating and Participating Agencies for the US 290 / SH 71 EIS

Agency Name	Contact Person / Title	Address	Role	Response	Responsibilities
FHWA	Justin Ham, P.E. Urban Engineer	300 E. 8th Street, Room 826 Austin, TX 78701	Federal Lead Agency	n/a	Manage environmental documentation process, implement NEPA procedures, render decision
TxDOT	Carlos Swonke, P.G. Director of Environmental Affairs	125 E. 11th Street Austin, TX 78701-2483	Joint Lead Agency /Project Sponsor	n/a	Manage environmental documentation process, provide technical reviews and guidance, assist FHWA with decision making
Mobility Authority	Wesley M. Buford, P.E. Director of Engineering	301 Congress Avenue, Ste. 650 Austin, TX 78701	Joint Lead Agency	n/a	Manage environmental documentation process, provide technical reviews and guidance, assist FHWA with decision making
U.S. Army Corps of Engineers (USACE)	Colonel Charles H. Klinge, Jr, Commander, Fort Worth District	P.O. Box 17300 Fort Worth, TX 76102	Cooperating and Participating Agency	No response	Section 404 CWA permit jurisdiction
U.S. Environmental Protection Agency (EPA)	Rhonda Smith, Office of Planning and Coordination, Region 6	1445 Ross Avenue, Suite 1200 Dallas, TX 75202-2733 (214) 665-8150 smith.rhonda@epa.gov	Cooperating and Participating Agency	Accepted invitation	Review and comment on possible effects Pursuant to NEPA.

Agency Name	Contact Person / Title	Address	Role	Response	Responsibilities
U.S. Fish and Wildlife Service (USFWS)	Overall project: Vanessa Sanchez, Fish and Wildlife Biologist Project area: Darren LeBlanc, Transportation Liaison	Vanessa Sanchez U.S. Fish and Wildlife Service, Region 2 P.O. Box 1306 Albuquerque, NM 87103-1306 (505) 248-6420 Vanessa_sanchez@fws.gov Darren LeBlanc USFWS, Texas Ecological Services Administrator's Office c/o Austin Ecological Services Field Office 10711 Burnet Road, Suite 200 Austin, TX 78758 (512) 334-8402 – office (512) 608-7591 – cell Darren_leblanc@fws.gov	Cooperating and Participating Agency	Accepted invitation as a cooperating agency	Section 7 Endangered Species Act permit jurisdiction
Barton Springs Edwards Aquifer Conservation District	W.F. (Kirk) Holland, P.G., Chief Operating Officer, General Manager	1124 Regal Row Austin, TX 78748	Participating Agency	No response	Review and comment on Contributing Zone Plans (CZP), Water Pollution Abatement Plans (WPAP), and Edwards Aquifer water quality issues.
Lower Colorado River Authority (LCRA)	Rebecca S. Motal, General Manager/CEO	3700 Lake Austin Blvd. P.O. Box 220 Austin, TX 78767	Participating Agency	Declined invitation	Review project effects on water resources

Agency Name	Contact Person / Title	Address	Role	Response	Responsibilities
Texas Historical Commission (THC)	Mark Wolfe, State Historic Preservation Officer	P.O. Box 12276 Austin, TX 78711-2276	Cooperating and Participating Agency	No response	Section 106 of the National Historic Preservation Act, Section 4(f) of the Department of Transportation Act of 1966 (49 USC 303)
Texas Parks and Wildlife Department (TPWD)	Jessica E. Schmerler, Wildlife Habitat Assessment Program	4200 Smith School Road Austin, TX 78744 (512) 389-8054 Jessica.schmerler@tpwd.state.tx.us	Participating Agency	Accepted invitation	Review project effects under Memorandum of Understanding and Memorandum of Agreement between TxDOT and TPWD
Texas Commission on Environmental Quality (TCEQ)	Holly Ferguson, Air Quality Planning Section	P.O. Box 13087 Austin, TX 78711-3087 (512) 239-4905 holly.ferguson@tceq.texas.gov	Participating Agency	Accepted invitation	Review project impacts to hazardous material sites, compliance with the Texas Pollutant Discharge Elimination System (TPDES), WPAP, and for air quality issues
Travis County	Steven M. Manilla, P.E., County Executive Jon A. White, Environmental Officer	Transportation & Natural Resources Department P.O. Box 1748 Austin, TX 78767 Steven Manilla - (512) 854-9383 Steven.Manilla@co.travis.tx.us Jon White – (512) 854-7212 Jon.white@co.travis.tx.us	Participating Agency	Accepted invitation	Identification and resolution of any issues of concern regarding the project's potential environmental effects within the county's jurisdiction

Agency Name	Contact Person / Title	Address	Role	Response	Responsibilities
City of Austin	Mike Personett, City's Environmental Lead Gordon Derr, City's Transportation Lead	505 Barton Springs Rd. Austin, TX 78704 Mike Personett – (512) 974-2652 Gordon Derr – (512) 974-7228	Participating Agency	Accepted invitation	Identification and resolution of any issues of concern regarding the project's potential environmental effects within the city's jurisdiction
Hays County	Bert Cobb, M.D., County Judge	Hays County Courthouse 111 E. San Antonio Street, Ste. 300 San Marcos, TX 78666	Participating Agency	No response	Identification and resolution of issues of concern regarding the project's potential environmental effects within the county's jurisdiction.
Capital Area Metropolitan Planning Organization (CAMPO)	Maureen McCoy, Director	P.O. Box 1088 Austin, TX 78767	Participating Agency	No response	Identification and resolution of issues of concern regarding regional mobility.
Capital Metropolitan Transportation Authority (Capital Metro)	Todd Hemingson, AICP Vice President Strategic Planning & Development	Attn: Planning Department 2910 East 5 th Street Austin, TX 78702	Participating Agency	Accepted invitation	Identification and resolution of issues of concern regarding transit within the project corridor.
Federal Emergency Management Agency (FEMA)	Kevin Shunk, P.E., Supervising Engineer – City of Austin Floodplain Management	City of Austin Watershed Protection 505 Barton Springs Rd. Austin, TX 78704	Participating Agency	No response	Identification and resolution of issues of concern regarding floodplains within the project corridor.

Agency Name	Contact Person / Title	Address	Role	Response	Responsibilities
Alabama-Coushatta Tribe of Texas	Bryant J. Celestine, Historic Preservation Officer	571 State Park Road 56 Livingston, TX 77351	Participating Agency	No response	Identification and resolution of issues related to tribal coordination.
Apache Tribe of Oklahoma	Donnie Cabaniss, Chairman	P.O. Box 1220 Anadarko, OK 73005	Participating Agency	No response	Identification and resolution of issues related to tribal coordination.
Caddo Nation of Oklahoma	Robert Cast, THPO	P.O. Box 487 Binger, OK 73009	Participating Agency	No response	Identification and resolution of issues related to tribal coordination.
Comanche Nation of Oklahoma	Jimmy Arterberry, THPO	Comanche Nation Office of Historic Preservation P.O. Box 908 Lawton, OK 73502	Participating Agency	No response	Identification and resolution of issues related to tribal coordination.
Kiowa Indian Tribe of Oklahoma	Ronald Twohatchet, Chairman	P.O. Box 369 Carnegie, OK 73015	Participating Agency	No response	Identification and resolution of issues related to tribal coordination.
Mescalero Apache Tribe	Frederick Chino, Sr., President	P.O. Box 227 c/o Holly Houghten, THPO Mescalero, NM 88340	Participating Agency	No response	Identification and resolution of issues related to tribal coordination.
Tonkawa Tribe of Indians of Oklahoma	Don Patterson, President	1 Rush Buffalo Road Tonkawa, OK 74653	Participating Agency	Declined invitation	Identification and resolution of issues related to tribal coordination.
Wichita and Affiliated Tribes	Terri Parton, President	P.O. Box 729 Anadarko, OK 73005	Participating Agency	No response	Identification and resolution of issues related to tribal coordination.

2.4 AGENCY EXPECTATIONS

The expectations for Federal Lead Agency and Joint Lead Agencies are:

- Take such action as is necessary and proper to facilitate the expedited review of the environmental review process.
- Ensure that any EIS or other document required under NEPA is completed in accordance with 23 USC, Chapter 1, Section 139 and applicable federal law and in accordance with MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141),
- Provide as early as practicable, but no later than the appropriate project milestone, project information on Purpose and Need, environmental resources, alternatives and proposed methodologies.
- Provide the Plan to Participating and Cooperating Agencies.
- The Federal Lead Agency (FHWA) will have ultimate responsibility for:
 - Review and approval of a NEPA document.
 - Ensuring that the Joint Lead Agencies (TxDOT and CTRMA) comply with all design and mitigation commitments.
- Development of a project Purpose and Need, the range of alternatives to be considered and other procedural matters.
- Involve the following tribal governments in the NEPA process, as appropriate:

Absentee Shawnee Tribe of Oklahoma
Comanche Nation of Oklahoma
Kickapoo of Kansas
Mescalero Apache
The Delaware Nation
Wichita & Affiliated Tribes

Cherokee Nation of Oklahoma
Eastern Shawnee
Kiowa Indian Tribe
Muscogee Nation
Tonkawa Tribe

The expectations for Cooperating Agencies are:

- Respond affirmatively in writing to the letter of invitation within 30 days of receipt thereof.
- Respond in writing to the letter of invitation if you wish to decline the invitation and opt out of the role/process (for federal agencies) within 30 days of the receipt thereof. If no response is received after 30 days, the Joint Lead Agencies will assume that you do not want to be a Cooperating Agency and will not include you in future correspondence regarding the Oak Hill Parkway Project.
- Identify as early as practicable any issue of concern regarding the project's environmental or socioeconomic impacts.

- Identify as early as practicable any issues that could substantially delay or prevent an agency from the granting a permit or other approval needed for the project.
- Share information that may be useful to the Federal Lead Agency (FHWA), Joint Lead Agency (TxDOT and Mobility Authority), and Cooperating and Participating Agencies.
- Participate in meetings and field reviews.
- Assume, at the request of the Federal Lead Agency (FHWA), responsibility for preparing analysis over which that Cooperating Agency has special expertise.
- Make support staff available at the Federal Lead Agency (FHWA) request.
- Review and comment on preliminary drafts of Draft EIS and Final EIS.

The expectations for Participating Agencies are:

- Respond affirmatively in writing to the letter of invitation (for non-federal agencies) within 30 days of receipt thereof.
- Respond in writing to the letter of invitation if you wish to decline the invitation and opt out of the role/process (for federal agencies) within 30 days of the receipt thereof. If no response is received after 30 days, the Joint Lead Agencies will assume that you do not want to be a Participating Agency and will not include you in future correspondence regarding the Oak Hill Parkway Project.
- Identify as early as practicable any issue of concern regarding the project's environmental or socioeconomic impacts.
- Identify as early as practicable any issues that could substantially delay or prevent the an agency from granting a permit, delay completion of the environmental review process, or result in denial of approval needed for the project.
- Provide input on Purpose and Need, methodologies, alternatives within 30 days of receipt thereof.
- Provide input on this Plan and schedule.
- Participate as needed in Issues Resolution Process described in Section 4.
- Specific coordination with the State Historic Preservation Officer (SHPO) will be in accordance with the TxDOT/SHPO Memorandum of Agreement (MOA).

2.5 PROJECT TEAM CONTACT LIST

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SECTION 3

PROPOSED PROJECT SCHEDULE AND APPROACH

3.1 PROJECT MILESTONES IN REVIEW PROCESS

The Federal Lead Agency (FHWA) and the Joint Lead Agencies (TxDOT and the Mobility Authority) commit to the following coordination with Participating and Cooperating Agencies:

- Invitations to be a Participating Agency will be sent, along with information about the project and specific direction to raise issues of concern (at the beginning of scoping process).
- Request for review of the project purpose and need (response to be provided within 30 days of receipt thereof). This information on purpose and need will be provided to Participating Agencies by the Joint Lead Agencies (TxDOT and the Mobility Authority) as a part of the scoping process.
- Provision of pertinent information about environmental and socioeconomic resources in the area. This information will be provided by written correspondence or in a meeting.
- Review of the following information related to alternatives:
 - Proposed range of alternatives (including relationship to previous planning studies)
 - Proposed methodologies for screening of alternatives
 - Proposed Draft EIS alternatives
 - Proposed Recommended Preferred Alternative

This information will be provided in meetings and/or by written correspondence. Response to be provided back to the Joint Lead Agencies (TxDOT and the Mobility Authority) about each of these within 30 days of receipt thereof.

- Provision of Draft EIS (Response to be provided within 30 days of receipt thereof).

Table 2 contains schedule details regarding each project milestone. The milestone review process is described in the following subsections of this chapter.

3.1.1 Notice of Intent (NOI) and Scoping Activities

Publication of the NOI occurred in the Federal Register on October 9, 2012 and in the Texas Register on October 19, 2012. Participating and Coordinating Agencies will be

contacted by letter in early November 2012, to either accept or decline becoming a Participating and/or Coordinating Agency. An agency/public scoping meeting will be held November 15, 2012, at the Clint Small Middle School auditorium.

3.1.2 Development of Purpose and Need

The Joint Lead Agencies (TxDOT and the Mobility Authority) will mail letters of invitation to the initial scoping meeting to potential Participating and Coordinating Agencies, in order to solicit comments on the draft Purpose and Need and provide them with the draft Coordination Plan and project schedule for their comments. If the project schedule is later modified, the modified schedule will be distributed to agencies/entities identified as Participating and Coordinating agencies. The agency comment period will be 30 days. The contacted agencies may comment on the draft Purpose and Need or draft Coordination Plan.

TxDOT will hold a public/agency scoping meeting in November 2012, in order to solicit comments on the scope of the EIS, as well as the draft Purpose and Need statement and draft Coordination Plan. The draft Coordination Plan includes a preliminary project schedule.

TxDOT will hold a second public/agency scoping meeting in January 2013 in order to present the refined Purpose and Need and move toward a discussion of alternatives to be considered. The public and agency scoping meeting will be publicized and will take the form of a meeting/workshop, to include solicitation of verbal or written input. In addition, conference calls, website postings, distribution of printed materials, meetings with affected property owners, or other means as appropriate will be utilized in order to seek additional public input. TxDOT and the Mobility Authority will advertise the public involvement opportunity according to established TxDOT/FHWA protocol.

The project schedule will be made available in the draft Coordination Plan, and will be available at the November 2012 meeting. In the future, the schedule will be made available by posting on a project website, distributing to the people on a project mailing list, or handing out at future public meetings. If the schedule is modified, the modified schedule will be shared with the public in the same way as the previous schedule.

TxDOT and the Mobility Authority will hold additional public involvement opportunities to solicit comments on the project alternatives, as described in greater detail in **Appendix B-Community Engagement and Public Involvement Coordination Plan**. The public involvement opportunities will be publicized and will take the form of a meeting/ open house workshop, and include solicitation of verbal or written input. In addition, conference calls, website postings, meetings with participating agencies and affected property owners, distribution of printed materials, or other means as appropriate will be utilized in order to seek additional public input. The public comment period will not exceed 30 days.

3.1.3 Identification of Range of Alternatives

The Joint Lead Agencies (TxDOT and the Mobility Authority) will determine the appropriate methodologies and level of detail required in the analysis of each alternative, in consultation with the Lead Federal Agency (FHWA) and the public.

3.1.4 Collaboration on Impact Assessment Methodologies

The Joint Lead Agencies (TxDOT and the Mobility Authority) will collaborate with the Federal Lead Agency (FHWA), Cooperating and Participating Agencies regarding the methodologies to be utilized in the impact assessment process. The method of collaboration will be primarily informal communications. Products of this process, such as comparison matrices or impact summaries, will be circulated to those entities requesting a participating role in the project, for their review and comment.

3.1.5 Identification of Alternatives

After the completion of the scoping process, the Joint Lead Agencies (TxDOT and the Mobility Authority) will develop a range of reasonable alternatives, which will be carried forward (along with the No Build Alternative) for detailed evaluation in the EIS document. All reasonable alternatives, as well as the No Build, will be evaluated to an equivalent level of detail in the DEIS document.

3.1.6 Review of DEIS

Notice of publication of the Draft EIS (DEIS) will be published in the Federal Register and Texas Register. The comment period for Cooperating Agency, Participating agency, other agencies and the public is not to exceed 60 days after publication of notice that the DEIS is available for review. A Public Hearing will be held after the DEIS is approved. The Joint Lead Agencies (TxDOT and the Mobility Authority) will advertise the Public Hearing according to established TxDOT/FHWA protocol.

3.1.7 Completion of the Final Environmental Impact Statement (FEIS)

Following completion of the DEIS, the Joint Lead Agencies (TxDOT and the Mobility Authority) may identify one of the build alternatives as the recommended preferred alternative. The Joint Lead Agencies (TxDOT and the Mobility Authority) would then request from the Federal Lead Agency (FHWA) permission to develop the alternative in the FEIS at a higher level of design detail than for the other alternatives. This request may be included in a letter to the Lead Federal Agency (FHWA) requesting acceptance of the identification of a preferred alternative. During completion of the FEIS, a Record of Decision (ROD) will be prepared for the proposed undertaking that will summarize the findings of the EIS process and compile a list of commitments included in the FEIS document.

3.1.8 Completion of Permits, Licenses, or Approvals after the ROD

All required permits, licenses or approvals identified in the Final EIS will be obtained prior to the initiation of construction, in a manner consistent with all local, state and federal laws.

Table 2. Preliminary Schedule for Completion of Environmental Review Process for Proposed US 290/SH 71 West Improvements

Expected Date	Major Coordination Point/Activity
October 2012	Publication of NOI
October 2012	Submit Draft Coordination Plan
October 2012	Submit Revised Coordination Plan
November 2012	Send Participating and Cooperating Agency Invitation
November 2012	Conduct Public Scoping Meeting
December 2012	Draft Purpose and Need
Winter 2013	Conduct 2 nd Public Scoping Meeting
September 2012 through May 2014	Conduct Surveys and Submit Technical Reports
December 2014	Submit DEIS
February 2015	Public Hearing for DEIS
March 2015	Close of Comments
April 2015	Address Public Comments
May/June 2015	Identification of Selected Alternative and Mitigation
September 2015	Submit FEIS and Draft ROD
December 2015	Final Approval of ROD
As needed prior to construction	Completion of Permits, Licenses or Approvals after the ROD

3.2 AGENCY MEETINGS/TECHNICAL WORK GROUP MEETINGS

The Project Team (FHWA, TxDOT, and the Mobility Authority) will host agency meetings and technical work group meetings with federal and state agencies, concerned groups with an interest in impacts of the proposed US 290/SH 71 West project, and Cooperating and Participating agencies as needed. The meetings will be moderated by the Joint Lead Agencies (TxDOT and the Mobility Authority). The purpose of these meetings will be to ascertain particular concerns of the agencies with the goal of determining strategies to achieve resolution of the agency’s key concerns in a timely and cost sensitive manner. Methods including power point presentations, discussions, and collaborative meetings will be used to provide pertinent project information to agencies and assist with solving project-specific issues. FHWA, TxDOT, and the Mobility Authority will strive for consensus while retaining the authority to make final decisions. The Cooperating Agency (if any accept) will be offered a “higher status of comment” since they have jurisdiction by law in their area of expertise. The Participating Agencies will offer comments for consideration by FHWA, TxDOT, and the Mobility Authority. Accepting the designation as a Participating Agency does not indicate project support and does not provide an agency with increased oversight or approval authority beyond its statutory limits, if applicable. Not all comments are weighed the same.

The agencies of primary focus for these initial meetings include the Cooperating and Participating agencies identified in Table 1.

SECTION 4

ISSUES RESOLUTION PROCESS

Based on information received from the Federal Lead Agency (FHWA), Joint Lead Agencies (TxDOT and the Mobility Authority), Cooperating and Participating Agencies shall identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts. MAP-21 is new transportation authorization that became effective October 1, 2012. Further direction regarding dispute resolution would be expected at a later date as a result of this new authorization. Once issued, the dispute resolution process will follow the latest guidance issued as a result of MAP 21. Issues of concern include any issues that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

Meetings will be held as needed during the course of the NEPA process to discuss and resolve issues. Issues that are not being resolved in a timely manner will be addressed consistent with regulations and guidance currently applicable.

APPENDIX A

COOPERATING AND PARTICIPATING AGENCY INVITATION RESPONSE LETTERS FROM AGENCIES

(To be included as letters are received)

APPENDIX B

**COMMUNITY ENGAGEMENT AND PUBLIC INVOLVEMENT
COORDINATION PLAN**

US 290/SH 71 WEST COMMUNITY ENGAGEMENT AND PUBLIC INVOLVEMENT PLAN

I. Introduction

The Project Team, consisting of the Federal Highway Administration (FHWA), the Texas Department of Transportation (TxDOT) and the Central Texas Regional Mobility Authority (Mobility Authority), will implement the community engagement and public involvement plan using the Systematic Development of Informed Consent (SDIC) method developed by Hans and Annemarie Bleiker of the Institute for Participatory Management and Planning. The SDIC process utilizes transparent interaction with Potential Affected Interests (PAIs) to achieve Informed Consent regarding various issues that must be addressed during development of the Environmental Impact Statement. The SDIC process will ensure the Project Team develops an effective, efficient and responsible solution to traffic congestion along US 290 and SH 71 in Oak Hill while adding value to the Oak Hill community and preserving the area's environmental resources.

Guiding principles for the plan include:

- No preconceived notions about the ultimate outcome of the process;
- Transparent and honest interaction with all PAIs;
- Listen to and value the input of all PAIs;
- Engage in meaningful, constructive and open dialogue with all PAIs; and
- Collaborate with all PAIs to ensure Informed Consent is achieved.
- The plan will be periodically updated as a result of ongoing public involvement and input.

II. Goals and Objectives

The goals and objectives of this community engagement and public involvement plan are to:

- Establish and maintain interactive communication with all PAIs;
- Ensure meaningful information regarding the environmental study process is easily available to the public;
- Ensure all PAIs are identified and have the opportunity to participate;
- Sincerely consider all reasonable input from PAIs;
- Ensure all PAIs have the opportunity to be fully engaged and informed at all stages of development of the Environmental Impact Statement; and
- Achieve Informed Consent with all PAIs.

III. Identify Potentially Affected Interests (PAIs)

The Project Team will build on efforts by TxDOT and the Mobility Authority to identify all Potentially Affected Interests and create a comprehensive PAI database.

PAIs, including the Cooperating and Participating agencies, will have the opportunity to shape the coordination plan as part of the Environmental Impact Statement (EIS) process. Before finalizing the plan, the scope will be shared with PAIs. The plan will then be refined in response to PAI input.

IV. General Approach

Prior to beginning development of the Environmental Impact Statement, the Project Team will conduct a community outreach program to create a brand identity for the project. A diverse group of PAIs will be engaged to discuss their vision regarding the future of the Oak Hill area, and that information will be used to create several alternative brand identities for the project. A community wide input process will then be used to determine the most popular brand identity.

The Project team will then create outreach materials and a web site based on the brand and will conduct a Press Conference to announce the beginning of the Environmental Study process. During the Press Conference, the team will highlight the goals of the project and emphasize the fact that the team is starting with a clean slate and will genuinely consider all reasonable and feasible alternatives during development of the Environmental Impact Statement.

Three overarching public involvement approaches – with specific strategies – will be used to ensure comprehensive public engagement during the EIS process.

- **Informing** PAIs through a comprehensive communication program that provides transparent, meaningful and easily understandable information;
- **Engaging** PAIs through meetings, workshops, open houses, online forums and community events that provide for interactive communication;
- **Responding** to PAIs by documenting, thoroughly analyzing and promptly providing feedback regarding all reasonable ideas or concepts suggested during development of the EIS.

V. Strategies

A. Provide Information

- a. **Database/Mailing list** - At the outset of the environmental study, a direct mail piece will be sent out to a broad group of regional residents advising them about the start of the study. The direct mail piece will encourage PAIs to sign up to receive communications regarding the study. An online form will be provided on the study web site where PAIs can sign up to receive project communications. The project team will use the information collected from this process along with a previously developed

database of PAIs to establish and maintain a comprehensive contact list for the study. The list will be used to disseminate project information, including project newsletters, project updates, and notices for public meetings, workshops and hearings. The list will be updated throughout the duration of the study and revised following each public meeting, workshop and hearing based on the attendees list or other requests for inclusion.

During the initiation of the project, information will also be distributed through neighborhood associations, business associations and known stakeholder groups (bike/pedestrian organizations, environmental groups...etc) to identify interested parties for database development.

- b. **Public Information Materials** - Public information outreach materials will be developed for the intended audience. As such, they will be designed so that they are interesting and easy to read. The writing will use simple, non-technical language.

Outreach materials will include a project web site, flyers, brochures, newsletters, project fact sheets, handouts, frequently asked questions, graphical depictions and conceptual animations developed in association with meetings or as independent updates of project activities.

Prior notification of public meetings, workshop and hearing will be available to PAIs through various communication channels including the project web site, email, twitter, text messaging, newspaper ads, legal notices, mailed notices and media releases. Each required public meeting/hearing will be advertised 30 days and 10 days in advance in accordance with Federal Regulations and the Texas Administrative Code. All other events, activities, and meetings will be communicated to PAIs using the most appropriate communication tools to ensure appropriate notification.

- c. **Media** - TxDOT and the Mobility Authority will maintain a responsible, comprehensive and proactive media relations program to enhance public awareness and participation in the environmental study process for US 290/SH 71 West. Media coverage will be solicited at all key decision points during the study process and whenever activities occur which may be of interest to PAIs and/or the greater community.
- d. **Internet/Social Media Outreach** - The Internet and social media provide convenient opportunities to broaden public involvement in the US 290/SH 71 West environmental study process.

A project specific web site will be developed and will be a primary tool for sharing up-to-date project information, including an overview of the study process, answers to frequently asked questions, public involvement opportunities, project mailings/meeting materials and EIS documents. The project team will also post conceptual graphics and animated videos. The web site will provide a mechanism for feedback that will be included in the NEPA project record.

Both the TxDOT and Mobility Authority's websites will provide links to the project website, and the website address will be included in public outreach materials.

Utilization of Twitter is a way to enhance communication by instantly delivering news about the process directly to a broad range of interested area residents and stakeholders. The project website will provide the opportunity for a person to sign up to receive Twitter messages about the US 290/SH 71 West EIS process. Twitter messages will be consistent with overall public outreach efforts, providing information about the environmental study process and public involvement opportunities.

Twitter will be used to notify people of environmental study issues and events. Twitter responses and text messages will not be considered part of the formal public comment process.

The Project Team will also utilize tools to allow online interaction such as a blog or virtual open house to encourage communication with groups and individuals that prefer digital communication or might not otherwise attend a public meeting, open house or hearing. Blog and virtual open house responses will not be considered part of the formal public comment process.

e. Electronic Communications

Using the project database described above, the project team will periodically send out E-Newsletters and other announcements to keep neighbors, stakeholders and other interested parties up to date on important activities and events regarding the US 290/SH 71 West environmental study process. . Email communication will be accepted via a "Contact Us" form on the project web site. During the "Official Comment" period following an open house meeting or public hearing, the "Contact Us" form on the web site will include an "Official Comment" check box to allow respondents to indicate they are submitting an "Official Comment" related to the study. Those comments will be combined with all

other “Official Comments” and documented in the Summary and Analysis Report as part of the Administrative Record. “Official Responses” will be handled via the Administrative Record. All other emails submitted via the “Contact Us” page will be treated as general inquiries or questions. The project team will informally respond to general inquiries or questions via email in a timely manner and will keep a record of all general inquiries received.

B. Face-to-Face Involvement

- a. **Briefings and Presentations** - The project team will proactively reach out to PAIs in the region to discuss all aspects of the process, receive input and to answer questions. Local neighborhood and community groups, organizations, major employers, chambers of commerce, interested citizens and other groups will be able to request briefings directly through TxDOT, the Mobility Authority, the project website or the project hotline.
- b. **PAI meetings** - PAI interviews and meetings will be held throughout the US 290/SH 71 West environmental process. PAI meetings will be held with targeted groups including: elected officials; neighborhood associations; business associations; known interest groups (bike/pedestrian organizations, environmental groups, etc.) or any other group that requests a meeting.
- c. **Community Workgroups** - To ensure that community concerns and desires regarding a wide range of project topics are fully heard and considered, Community Workgroups will be formed to provide input regarding specific study issues. The Community Workgroups will exchange information with TxDOT, the Mobility Authority and the US 290/SH 71 West EIS team on the following aspects of the study process:
 - Bicycle/Pedestrian
 - Aesthetics/Context Sensitive Solution (CSS)
 - General Design
 - Environmental/Water Quality
 - Sounds Walls (If Applicable)

The Community Workgroups will be developed in coordination with key stakeholder groups for the US 290/SH 71 West EIS study area. Community Workgroups are being established to further ensure that PAIs have a full opportunity for input and feedback throughout the study process. As the study progresses, additional workgroups may be formed to address specific issues that are identified as important to the community.

TxDOT and the Mobility Authority will gather and document input and feedback contributed by the Community Workgroups and as appropriate will analyze specific ideas to determine if they are reasonable and feasible for inclusion in the EIS. The Community Workgroups will serve as a conduit for the interests they represent. The Community Workgroups will not approve or disapprove any aspect of the US 290/SH 71 West EIS.

- d. **Context Sensitive Solutions Open House** - To ensure a collaborative effort in planning a transportation facility that fits its setting, a Context Sensitive Solutions (CSS) workshop will be held to share aesthetic design alternatives that will be developed in collaboration with the Aesthetics/CSS workgroup. The project Team will use feedback from the Open House to refine the concepts and will then work with the Aesthetics/CSS workgroup to establish a final CSS framework for the project.
- e. **Open Houses and Public Hearing** - Open houses and a public hearing will be held at key project milestones in compliance with Code of Federal Regulations Title 23, Part 771.111 and Texas Administrative Code Title 43, §2.43(b)(2-6). The primary purpose of each of these open house or hearing includes:
 - Public Scoping Meeting #1 - Project Purpose and Need and Project Coordination Plan
 - Public Scoping Meeting #2 - Conceptual Alternatives / Alternatives Screening Criteria
 - Public Hearing - Present Draft EIS and Reasonable Alternatives Considered

A number of additional open house meetings will be held during the course of the study to share updates on specific elements of the project such as bicycle and pedestrian proposals and CSS concepts. At the open houses, PAIs will be encouraged to ask questions, engage in public dialogue and share comments regarding various elements of the environmental study.

The general structure for implementing the open houses and hearing is outlined as follows:

- For each meeting/hearing, an appropriate venue will be identified in the study area.
- Event notices and announcements will include the use of a distribution process that takes advantage of social media and electronic information. Legally required notices will be published 30 days and again 10 days prior to the meeting date and will be placed in two regional and local

publications of general circulation. Portable message boards announcing the meetings will also be setup along the TxDOT right-of-way prior to each meeting.

- Agencies and public officials will be notified in advance of each meeting.
- As necessary, court reporters, audio/visual, and security services (if needed) will be provided for each meeting. Reasonable accommodations for disabled participants will be provided should such accommodations be requested or required. Simultaneous translation services and bilingual staff will be provided as needed.
- Comments received as part of each public meeting will be summarized for review by FHWA, TxDOT and the Mobility Authority. Comments received during the public hearing process and responses to those comments will be incorporated into the Final EIS.

C. **Feedback (Comment forms, website, phone)** - Getting feedback from participants is integrated into the tools used to get the word out and face-to-face involvement. Opportunities to provide feedback include:

- Online Comment Form - The project team will maintain a “Contact Us” form on the project web site. Individuals will be able to submit informal inquiries and questions via the “Contact Us” form at any time. The project team will respond to all informal inquiries in a timely manner and will maintain a record of all general inquiries received. During the “Official Comment” period following an open house meeting or public hearing, the “Contact Us” form on the web site will include an “Official Comment” check box to allow respondents to indicate they are submitting an “Official Comment” related to the study. Those comments will be combined with all other “Official Comments” and documented in the Summary and Analysis Report as part of the Administrative Record. “Official Responses” will be handled via the Administrative Record.
- Comment Form distributed at each public meeting, workshop and hearing
- Comment Form distributed at presentations
- Project hotline 512-996-9778
- Email info@ctrma.org
- Postal mail: TxDOT, Austin District, P.O. Drawer 15426, Austin, TX 78761-5426

VI. Evaluate and Modify - The effectiveness of the tools and techniques outlined in this community engagement and public information coordination plan will be continually evaluated to assure that proposed strategies and techniques aid decision-making. Modifications to this plan will be considered as needed in order to achieve the objective of this plan.